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[a1472]

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ONLY communications relating to the news items should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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BIRTH.
On the 1st September, at 6, Park View, the wife of Mr. A. BRYSON, of a daughter. [1137]

HONGKONG OFFICE: 10A, DES VOUT ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 3RD, 1910.

SATURDAY October 1st, 1910, will be a memorable day in the history of the Colony of Hongkong. After many years of waiting the community had the satisfaction of witnessing the opening of a railway line through the British territory of Kowloon, and can now look forward with eager anticipation to the completion of the Chinese section—more than four times the length of the British section—which will give us direct connection with the city of Canton, the great metropolis of South China. If all goes well, the entire length of 112 miles will be open to through traffic long before this time next year. We shall then be watching more closely than now the progress being made with the construction of the great arterial line which is to connect Canton with Hankow, and contemplating the prospect of someday being able to travel from Hongkong via Hankow and Peking thence across Siberia to Calais. That, it is true, is looking a long way ahead. Meanwhile it remains for the community at whose cost the short British section of the line has been made to do all in its power to promote in every way its usefulness and its prosperity.

The undertaking has been a costly one for a small Colony, but we are glad to have it on the authority of an expert of the wide experience of the present General Manager of the line that, having regard to the

nature of the work, its cost compares favourably with similar undertakings elsewhere. What, however, is necessary at the present time is to emphasise the original intention of the railway, for as Mr. Lawrence very appropriately remarked in the course of his speech "the original intention is liable to be lost sight of when, after a railway is finished, traffic sufficient to pay for its working and the interest on its cost is not immediately forthcoming." Probably will be some years before the revenue covers even running expenses, to say nothing of interest. Consequently in the history of the undertaking which appears on another page we have deemed it important to give special prominence to the main considerations which weighed with those who so strongly advocated the construction of this line a few years ago. No doubt its most immediate effect will be to encourage development in the New Territory, a subject on which Sir Henry May enlarged in his address on Saturday. But there are even more substantial reasons for the railway. So long as Hongkong remained without railway connection with Canton, while great railway undertakings were projected to connect Canton with the interior of China, the Colony was threatened with the creation of a rival port in the vicinity of the Bogue which would serve as a seaport terminus of the great trunk railway. As the China Association pointed out to the Government, "the bare possibility of such a contingency is sufficient to arouse the liveliest anxiety in the minds of all persons interested in the welfare and prosperity of the Colony, not alone on account of the individual losses which would ensue from the enormous depreciation of property and investments, but also because of the severe blow it would inflict on British influence and prestige

throughout the whole of China." These are weighty considerations, and now that the British section of the line has been constructed and we see an early prospect of through traffic being opened with Canton, we can renew our thanks and congratulations to all concerned in urging so successfully upon the Home Government the measure of common prudence which has possibly saved Hongkong from the fate of Macao. We have heard it suggested that danger still threatens the Colony from possible developments in connection with the Sunning railway, but we would point out that the agreement entered into between the British and Chinese Corporation expressly provides that the Chinese Government will not build another line competing with the Canton-Kowloon railway to its detriment. It is rather a pity that H.E. Wei Han, who was present at the ceremony on Saturday in representing the Viceroy of Canton, did not have an opportunity of making a few remarks from the platform. His Excellency has been identified with the Chinese section of the railway from its inception as managing director, and is, we are assured, cordially desirous of establishing the most amicable arrangements for the joint working of the line so as to ensure its utmost prosperity, and at the same time to promote by this means a steadfast friendship between the southern metropolis and the Colony of Hongkong. These wishes are most heartily reciprocated in the Colony, and in these circumstances we may count with confidence upon steady if not rapid development of a railway traffic which in the years to come must beneficially affect the growth and prosperity of our Colony.

H.M.S. Kent went into dock on Saturday morning.

H. E. Sir Frederick Lugard leaves London to-day on his return to Hongkong.

Labour problems are reported to confront hemp growers in the Philippine Islands. Reports speak of the output rotting on the ground for lack of enough operatives to harvest it.

Lady May has kindly consented to open the annual Sale of Work to be held at the City Hall on Wednesday afternoon under the auspices of the C.M.S. Baxter schools.

By the Philippines coastguard boat Rizal, which is now in dock, there arrived in the Colony last week the Hon. Charles B. Elliott, Secretary of Commerce and Police in the Philippines Islands, General H. H. Bandholz, U.S.A., Major Guerne, of the Medical Department, and Captain R. A. Duckworth, A.D.C., who understand, are studying certain aspects of the Colonial administration.

The annual sale of work at the Italian Convent was opened on Saturday, when a very fine display of needlework was on view. The proceeds of the sale will be devoted to the pressing needs of a large number of orphans at the Convent and the other agencies in connection with the institution, and it is to be hoped that the sale, which is to be continued to-day and tomorrow, will receive the support which it deserves.

Messrs. Ellis & Ellis, of Hongkong, in their Weekly Rubber Share Circular, say—"With the exception of a spasmodic and short-lived spurt on Tuesday morning, Rubber Shares have been a negligible quantity for the whole of the week. There is absolutely no animation in any of the descriptions, whether dollar or sterling stocks. Share values have failed to maintain the levels pushed up early in the week and the leaders have given way slightly, not to mention the lesser shares, whose quotations are purely nominal. Market closes with a weak tendency. Fine Hard Para Rubber is quoted at the close at 6s. 6d. per lb."

"A narrow escape of a very small child from drowning was witnessed at the Praya in front of the Hongkong Club yesterday morning. The child was about three years of age. It was trying to walk along a narrow ledge of a junk when it slipped and fell between the junk and the sea wall. Another little child on the junk of about the same age saw the accident and after gaining a moment told an elder sister, probably about ten years of age, what had happened. The girl was quickly over the side of the junk and soon had the child perched on top of the rudder. A rope was lowered from the stern of the junk, and the child was hoisted up none the worse for its immersion. No great amount of distress appeared to be shown on board that the child had so narrowly escaped a watery grave.

WRECK OF H. A. L. STEAMER "LYDIA."

ALL HANDS SAVED: BRAVERY OF OFFICERS.

The Hamburg-America Line's steamer Lydia has been totally wrecked off Lam Yit Island, to the south of the entrance to the Haian Strait. The Lydia, which was laden with coal, was on a voyage from Hongkay to Chinkiang. When near the Haian Strait she encountered a heavy north-easterly gale and sought shelter off the point to the west of Lam Yit Island. There anchors were dropped, and although the shelter which would ensue from the enormous depreciation of property and investments, but also because of the severe blow it would inflict on British influence and prestige

throughout the whole of China." These are weighty considerations, and now that the British section of the line has been constructed and we see an early prospect of through traffic being opened with Canton, we can renew our thanks and congratulations to all concerned in urging so successfully upon the Home Government the measure of common prudence which has possibly saved Hongkong from the fate of Macao. We have heard it suggested that danger still threatens the Colony from possible developments in connection with the Sunning railway, but we would point out that the agreement entered into between the British and Chinese Corporation expressly provides that the Chinese Government will not build another line competing with the Canton-Kowloon railway to its detriment. It is rather a pity that H.E. Wei Han, who was present at the ceremony on Saturday in representing the Viceroy of Canton, did not have an opportunity of making a few remarks from the platform. His Excellency has been identified with the Chinese section of the railway from its inception as managing director, and is, we are assured, cordially desirous of establishing the most amicable arrangements for the joint working of the line so as to ensure its utmost prosperity, and at the same time to promote by this means a steadfast friendship between the southern metropolis and the Colony of Hongkong. These wishes are most heartily reciprocated in the Colony, and in these circumstances we may count with confidence upon steady if not rapid development of a railway traffic which in the years to come must beneficially affect the growth and prosperity of our Colony.

On the morning of the 29th, while in this perilous position, Messrs. Butterfield & Swire's steamer Huichow hove into sight. Her appearance was hailed with joy by the shipwrecked crew, whose vessel threatened to go to pieces under them with each roller. Captain Forsyth, of the B. & S. steamer, seeing the position of affairs, dropped anchor to the south of the Lydia and stood by to rescue the shipwrecked crew. Two of the German steamer's lifeboats, filled with men, put off from the wreck and the men got safely aboard the Huichow.

The third lifeboat which put off, however, drifted past the British vessel and was unable to reach her. Seeing this, Mr. Sutherland, the Chief officer of the Huichow, bravely jumped overboard and attempted to swim with a line to the lifeboat. In the heavy sea, however, he was unsuccessful as the lifeboat drifted beyond reach. The officer then found it necessary to look out for himself, so dropping the line he struck out for the boat, which he reached in an exhausted condition and was promptly pulled aboard.

Meantime those on the lifeboat were striving against sea and current to reach the ship, and another officer made an unsuccessful attempt to convey a line to them. Mr. Wild, the second officer of the Lydia, putting his arm through a lifebuoy which was attached to the end of the line, sprang overboard from the Huichow, which he had reached by one of the other lifeboats.

With the buoy secure he struck out for the imperilled boat, but this time the line got foul of the propeller and he was obliged to give up the attempt. He started to swim back to the ship, but finding that he made no headway against the strong current and heavy sea he turned and struck out for the lifeboat. He reached that craft just in time and was pulled aboard.

Seeing that it was impossible for the lifeboat to reach the ship, Captain Forsyth, of the Huichow, after getting the line clear of the propeller, weighed anchor and bore down on the boat. A line was again thrown and this time secured by those on board, and it was not long before all in the boat were safe and sound on the Huichow. The officers and crew of the wrecked vessel, who lost all their belongings, arrived at Hongkong yesterday. Both captain and officers greatly appreciate the assistance rendered them by the Huichow, and are deeply sensitive of the kindness shown them aboard that vessel on the voyage to Hongkong.

The Lydia is a vessel of 1,720 net registered tonnage. She was built at Stockton, near Newcastle, in 1895, and has a speed of about nine knots. At the time of the wreck she carried a Chinese crew of 32, with eight German officers.

TELEGRAMS. TELEGRAMS.

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THE JAPANESE IRON FOUNDRY.

NO BRITISH CAPITAL.

TOKYO, October 2nd.

The contract for debentures for ten million yen for the establishment of a foundry at Muroran has been subscribed by a syndicate of Tokyo banks, British capitalists declining to participate.

THE GOVERNMENT OF CHOSEN.

TOKYO, October 2nd. The "Official Gazette" publishes the plan of organisation for the government of Chosen.

[SUBSCRIPTION TO THE "HONGKONG DAILY PRESS".]

THE COTTON CRISIS.

AN ABORTIVE CONFERENCE: THE MILLS CLOSED.

LONDON, October 1st.

Mr. G. R. Askwith, K.C., Assistant Secretary to the Board of Trade, went to Manchester in the hope of informally bringing the cotton-millers and cardroom operatives together in order to avert a lock-out.

A joint Conference was held, but it broke up without any settlement being arrived at.

LATER.

Circulars have been sent out to members of the Employers' Federation instructing them to close their mills to-day.

LONDON, October 2nd.

Seven hundred cotton mills closed at noon yesterday, rendering 150,000 operatives idle.

BRITAIN'S INCREASING REVENUE.

LONDON, October 1st. The revenue for the past quarter shows an increase of £11,819,625, while for the first six months of the year the increase has been £37,508,124. Every item shows an increase.

A HUNGARIAN LOAN.

LONDON, October 1st. It is announced from Vienna that the Rothschild group of Austria-Hungary and Germany has arranged to negotiate a Hungarian loan of 20,000,000 sterling.

LATER.

The Hungarian loan will be issued in January.

FAR EASTERN SCARE.

ALARMING AMERICAN REPORT.

LONDON, October 1st.

A message from Washington states that advices from American officials in the Far East show that a critical situation exists in China and that an outbreak upon steady if not rapid development of a railway traffic which in the years to come must beneficially affect the growth and prosperity of our Colony.

THE VOLUNTEER RESERVE.

It is notified in the Gazette that the following persons have declared themselves willing to be formed into a Volunteer Reserve under the Volunteer Reserve Ordinance, 1910, and that His Excellency the Officer Administering the Government has been pleased to accept their services:—E. Abraham, Dr. J. M. Atkinson, H. M. Bain, R. Baker, C. E. H. Beavis, L. G. Bird, R. E. O. Bird, C. Bond, W. D. Bradwood, Capt. W. Branch, C. W. T. Brett, L. E. Brett, J. J. Bryan, A. Calvert, J. Dalziel, W. Dobbs, L. G. Duncan, W. B. Elwes, W. J. J. Gast, H. J. Gedge, L. Gibbs, G. Gipson, H. E. Goldsmith, Dr. F. Grove, F. Grove, T. Hamilton, E. Heard, T. F. Hough, J. O. Hughes, J. Hutchings, E. A. Irving, W. C. Jack, D. Jaffe, A. Jenkins, S. Kelly, H. Keawick, C. J. Laffran, Capt. J. S. Lewington, A. Mackenzie, Sir P. H. May, K. C. M. G., J. F. Miller, J. Olson, E. Osborne, C. H. Parkinson, J. H. Pidgeon, F. Smyth, H. Sykes, A. Thornhill, G. H. Wakeman, A. Watson, J. A. Wheel, G. L. Wilson, P. P. J. Wodehouse and W. H. Woolley.

[Protected by the Telegraph Message
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THE JAPANESE TARIFF.

BRITISH BOARD OF TRADE AND THE WOOLLEN MANUFACTURERS.

LONDON, October 2nd.

The Huddersfield Chamber of Commerce has stated that the Board of Trade refused to receive a deputation to urge the serious effects of the new Japanese tariff on the Yorkshire woollen trade, on the ground that "no good could result therefrom."

The Chamber has now resolved to seek an interview with the Board of Trade to urge the hardship imposed by the tariff on the Japanese poor, who are thereby deprived of woollen garments in the winter.

THE RIOTS AT BERLIN.

THE ASSAULT ON JOURNALISTS.

LONDON, October 2nd.

The British and American Embassies have made representations to the German Foreign Office respecting the assault on journalists during the recent riot, the Police President having refused to punish the guilty policemen, informing the journalists that they contravened the regulations in joining a riotous assemblage, despite the fact that at the time of the assault the street was empty and the journalists were there by permission of an officer.

OIL COMBINATION ENDED.

PRICE WAR BEGUN.

LONDON, October 2nd.

A New York telegram states that the Standard Oil Company and the Asiatic Petroleum Company have cancelled their agreement, thus ending the combination.

A price war has consequently begun.

H.M.S. "BRISTOL."

SPEED RECORDS BROKEN.

LONDON, October 2nd.

The "Journal of Engineering" announces that the new cruiser "Bristol" exceeded the speed records, excepting for torpedo-boat destroyers.

She attained a speed of twenty-seven knots,

RANDOM REFLECTIONS.

Happily the typhoon which was believed to have sinister designs on the Colony was diverted. What is our loss is another's gain, or should it be the other way about?

Typhoon threats, budget speeches, blustery weather, and the opening of the railway gave a certain character to last week. Life cannot be said to be dull when all these excitements are provided, not to speak of sporting club meetings at which debaters are invested with considerable animation.

No need to tell readers that the north-east monsoon has set in. The coolness is appreciated by everybody and it is felt by most, as is evident by the changes of costume already noticeable. The dress worn at the opening of the railway provided an interesting study. Some were there who turned out in light summer clothes, almost airy nothing, but others had donned the sombre garb of the cool season, while an overcoat or two suggested that winter was coming.

Now that the railway has made the hinterland more accessible to residents of Hongkong, there will be many who will wish to get off the beaten track and explore the country-side.

In this connection it will be well to have regard to the timely warning which has been issued by the Government that non-Chinese who cross the border into China should be furnished with a passport. Frequent travel to Canton and other treaty ports has perhaps resulted in the necessity of such provision being overlooked, but it will be found advisable to act on the advice given in the Gazette.

In connection with the opening of the railway there is a little matter that ought to be set right, let us hope once and for all. In an official report presented to the Government and published about a year ago it was shown that a short tunnel of 150 feet constructed by a local firm of engineers had cost a great deal more for linear foot than the tunnels constructed departmentally and I observe this is reproduced in a descriptive account of the undertaking with the added comment that this tunnel "was the most costly of any, although there were no particular difficulties of any sort in construction. It was the only tunnel which was made completely by contract." The reader of this will take it to be convincing proof that it is cheaper to do such work departmentally than by local contract.

As a matter of fact, it proves nothing of the sort, and in simple justice to the firm of Leigh and Orange, and in defence of the principle that local work should be done whenever possible by local firms the fallacy underlying these figures should be exposed. This tunnel is a very short one and as it is also not 50 feet below the surface and the boring is not through "solid rock" a great deal of "timbering" was necessary as the piercing proceeded. It is scarcely necessary to add also that the granite entrance to the tunnel are expensive items, and when the cost of these two portals is distributed over 150 feet it is plain that the cost per foot is very much greater than when distributed over a length of a thousand feet. Obviously, then, the only way of properly comparing the cost of this tunnel with the others is to take them in lengths of 150 feet and include the cost of two granite portals; or else reckon the cost per foot apart from the portals, and that will put a very different complexion on the figures. Let me add that the 41 acres of reclamation which Mr. Lindsey mentioned in his speech had been done at about 50 cents a square foot, "comparing well with the prices the railway administration has had to pay for land adjacent," was also done by the firm of Leigh and Orange. If the subject were thoroughly gone into, I feel quite sure that it could not be established that work had been done cheaper departmentally than by local contract.

The meeting of Kowloon Cricket Club, it is said, revealed unexpected debating talent, and surprising heights of oratory. And the merit of it all is that everybody was terribly in earnest. The dialectician whose manner of dealing with awkward questions was recognised as the Balfour of the House, another speaker was likened to the cautious Campbell-Bannerman, but fortunately there were no references to Alexander Urquhart, or to the author of "terminological inexactitude."

St Andrew's Ball, without doubt the event of the social year in Hongkong, is to be held as usual on November 30th, when the members of the St Andrew's Society will as before lavish hospitality on their guests and entertain them to a night's pleasure which is unequalled in the Colony. I understand that there is a feeling among many Scots that the subscription might be lowered in order to allow many sons and daughters of Scotland who cannot afford the twenty-five dollars to subscribe, but it has been decided that such a decision would make it difficult to maintain the reputation which the ball has enjoyed for so many years. All the same the feeling is one which cannot very well be ignored, and it is not improbable that something may be heard of it again.

I understand that the new Chief provoked a smile when in discussing the ball he remarked that it was usual to have ladies at a dance, though of course it is not necessary for a Scotch ball. The truth of such a remark used to be demonstrated in the olden days here, when the most exciting dances were those which took place in the wee sma' oors. But those days are gone.

Thursday's meeting of the Legislative Council was in some respects, notwithstanding the importance of the occasion, like an assembly of a literary society or debating club. Speakers seemed to be concerned with scoring off each other or against each other. For instance, the hon. Mr. Hewitt had some choice sarcasm for the benefit of the Public Works Department, and the official responsible concerned himself with "getting home" on his critic without altogether replying to his statements. His Excellency also took the same member to task for what he described as his exaggeration in stating that the streets of the city were not safe for European women even in mid-day, while later in the afternoon the hon. Mr. Osborne invited the Director of Public Works to give an expression of opinion as to the value of a flattened out kerosene tin. Needless to say, the Director of Public Works "wasn't having any."

Despite these little pleasantries, the meeting was, as it should be, very serious. The business in hand was important. The budget had to be passed, and it is likely to be passed without objection. The comments which it elicited were not altogether valueless. The possibility of rendering the mail service via Siberia other than loss is of vital interest to most people in the Colony, and there is force behind the suggestion that those who appreciate the saving in time of the shorter route ought to be prepared to pay for the facilities enjoyed.

RODERICK RANDOM.

THE KOWLOON RAILWAY.

PRESENTATION TO MR. LINDSEY.

When the special train returned to Kowloon Station on Saturday the staff met Mr. Lindsey, the general manager, in the waiting room, and Mr. Menagh, on behalf of his colleagues, asked Mr. Lindsey's acceptance of a small silver token in recognition of their regard and esteem. Mr. Lindsey, in reply, congratulated the staff on the success of the day's arrangements.

SOUVENIRS OF THE OPENING.

Those who travelled with the special train and those who were merely onlookers will be interested to learn that Mr. Mee Chang and his assistants took a series of photographs from the beginning of the proceedings at Kowloon till the return journey was commenced. As many as forty-eight negatives have been developed, and excellent prints may be had from the studio.

THE FIRST TRAIN.

Considerable interest was manifested in the running of the first train of the ordinary passenger service, which commenced yesterday afternoon. Although the train was not scheduled to leave till 2.30, quite a large number of people had collected at the booking office by two o'clock, and as fresh arrivals came the approach to the booking office was for a time very congested. Many seemed to be eager to obtain the first ticket or at any rate one of the early numbers, and this fact doubtless accounted for the unnecessary crowding which took place. However, the staff under the European supervision, proved equal to the occasion, and despite the inexperience of the clerks the issue of tickets proceeded without a hitch. The train itself, numbering six carriages, was an object of interest as it stood at the station. It looked very largely in the eyes of all who were passing, and the crowds on the road were very numerous. Everybody seemed interested in the new means of locomotion, and it follows that the travellers were nearly all animated by curiosity as much as from any desire to see the new sights which this means of transit afforded. By 2.30 the carriages were comfortably filled, but there were still a number of people at the booking office. These were supplied with the necessary tickets, and in a few minutes the guard, carrying a lamp and signalling flags, appeared on the platform and proceeded to the van. The bustle of excitement now became more pronounced. Watchers were studious, but still the officials seemed to have a few things to do. By and by the booking ceased. A hand bell was brought out. A European instructed the Chinese to sound it, and as its tones rang out the warning that all passengers should be aboard, there was a scurry on the part of those who had stepped out to regain their places. Then the engine gave a whistle, its throb was felt throughout the carriages, and then the train slowly steamed out. The first passenger train on the British Section of the Kowloon-Canton Railway had started. The enterprise had embarked on its first stage. The linking up to Canton will follow long, and the line will gradually become less local than it is at present.

Colonel Wrigley, of the Ordnance Department, Hongkong, undertook charge of the locomotive. The first-class passengers numbered just over 100, second class over 100, and third class about 40.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Rubi* left Manila on the 1st instant, and is due here to-day at 3 p.m.

The H.-A. L. str. *Aragona* left Sabang on the 30th ultimo p.m., and may be expected here on or about the 7th inst.

The C.P.R. Co.'s str. *Empress of China* left Vancouver for Hongkong, via usual ports of call on the 28th ult. a.m.

CIVIL SERVICE CRICKET CLUB SPORTS.

Once a year the Civil Service Cricket Club hold a reunion on their ground at Happy Valley, and give the children of members an outing. That event took place on Saturday afternoon, and was evidently greatly enjoyed by all present. The children entered into the sport with enthusiasm which characterizes youth, while staid old folk became young for the occasion and rejoiced because their children were happy.

The Bandmaster Hewitt, added to the harmony of the afternoon, and the long programme of events was brought off with a smoothness which spoke volumes for the energy of the officials concerned. There was a separate committee in charge of each event, and when one was finished no time was lost in proceeding with the next. Of the many items on the programme the most interesting were the veterans' race, the married men's single, egg and spoon race, and the throwing at cocoanuts competition for ladies only. In the latter mentioned event veterans of all sizes and ages entered, and surprised many of the spectators with their staying power, especially in view of the fact that many did not throw away the "butts" of their cigars or cigarettes until just before the start. The race was won by Mr. C. H. Parkinson. This winner,

however, appeared to be in collusion with the married men in the egg and spoon team race, for he gave them such a start by dropping his egg and delaying in picking it up, that it was impossible for the unblessed to make good the lost ground. Numerous ladies entered the competition for throwing at cocoanuts, and so straight of aim were most of them that ties were numerous, and the arms of the finalists must have been weary o'er the competition was ended. When the aim of a lady was erring she was encouraged by the remark, "Imagine its hubby coming home late," and then, sure enough, down would fall a cocoanut. Mrs. Duncan and Mrs. Woolley had to throw off four times before the former won the prize. The following members comprised the sports committee:

Refreshments: Messrs. F. Fisher, T. J. Macaulay and W. H. Wooley.

UNFULFILLED HOPES.

The hopeful anticipations entertained that the prices realized at this week's auction of plantation rubber in Mincing-lane would be about unchanged at the level recorded a fortnight ago have not been fulfilled. Yet the results attained were by no means unsatisfactory, in view of the materially larger quantity catalogued compared with the last August sales. Prices on an average marked a loss of about 3d. a lb., which was fairly in accordance with the retrograde movement in the

hard Para between the sales. Thanks to fairly brisk competition, the greater part of the quantity offered - about 240 tons - were assort'd up to 7s. 6d. a lb. for fine smoked sheets, while best fine pale crepe made a little over 7s., and Ceylon sheets and biscuits 6s. 3d. to 6s. 10d.

The following are representative of the prices attained by the produce of some of the leading producing companies, and serve to illustrate the course of values: -Bukit Rajah, Malacca, and Sungai Kapar smoked sheets sold up to 7s. 6d. Highlands at 7s. 5d. and 7s. 5d. Vallambrosa at 7s. 4d. Linggi at 7s. 4d. Tremembé and Ladeadore at 7s. 3d., and Shelford and Kapar Para at 7s. 3d. Up to 6s. 10d. was paid for ordinary unsmoked sheets of the Bakit Lintang, Derituru, and Glendon properties. St. George pale crepe made 7s. 5d. Consolidated Malay 7s. 4d. Bila 6s. 11d. Sungai Krudze 6s. 11d. and Bandarapola, Glendon, Linggi, and Seland 6s. 10d.

The stock of used wild rubber in Bordeaux amounted last Saturday to 10,444 kilos, chiefly African descriptions. The market there during the previous fortnight showed but little activity, the sales being only 34,845 kilos, and the price paid for Sondan qualities ranging from 7.50 to 15 francs. The Bordeaux market is, of course, largely dominated by the state of fine hard Para.

LADIES' EGG AND SPOON RACE: 1. Mrs. File; 2. Mrs. Wooley; 3. Mrs. McLeod.

120 YARDS FLAT RACE: 1. Mr. Bacon; 2. Mr. Gibson; 3. Mr. Burdett. Time - 15/15 secs.

GIRLS' FLAT RACE (Handicap, over 9 years): 1. Mabel Cotton; 2. Sarah Cotton; 3. Gladys Wooley.

LADIES' FLAT RACE (Handicap, under 9 years): 1. May Fincher; 2. Eddie Mackay; 3. Eva Wooley.

LADIES' NOMINATION RACE (100 yards): 1. Mrs. Duncan, nominated by Mrs. Brett; 2. Mr. File, nominated by Mrs. Dawson; 3. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: 1. Bond and Burdett; 2. Duncan and Gibson; 3. Mackay and Millington.

BOYS' FLAT RACE (Handicap, under 9 years): 1. Ted Fincher; 2. Joe Cotton; 3. W. McLeod.

GIRLS' SKIPPING RACE: 1. Mabel Cotton; 2. Gladys Wooley; 3. Edith McLeod.

VETERANS' FLAT RACE (40 years of age and over, Handicap): 1. C. H. Parkinson; 2. I. Wheat; 3. W. Fincher.

THROWING AT COCONUTS. (Ladies only) 1. Mrs. Duncan; 2. Mrs. Wooley; 3. Miss Mai Fung.

CHILDREN'S RACE. (Handicap, under 5 years): 1. Tom File; 2. Margaret Wooley; 3. Josie Thornhill.

Egg and Spoon Race. (Married v. Single teams): 1. The married men.

JUDGES' AND STARTERS' RACE: 1. Mr. Baker; 2. Mr. Irving; 3. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes.

AN INCOME TAX FORESHADOWED FOR SINGAPORE.

In laying before the Legislative Council as Singapore the Colonial Estimates for 1911, H.E. the Governor concluded his review as follows:

As I have said, we cannot meet our requirements for next year, but only by rigid economy and cutting out many works that are highly desirable, and even urgent. We feel that if the efficiency of the administration is to be maintained we must be prepared in 1912 to find the means of filling a possible even a probable deficit, which will probably grow as the years go on. To organise an income tax department and make the necessary assessment is a work of some time, and we shall shortly lay before you proposals for that purpose which have been for some time under the consideration of the Government. In view of the increased rental from lands under rubber cultivation which will become available in 1914, and which will become available in 1914, and which will be general revenue by the rural board assessment, it is not anticipated that a rate of more than one per cent. will be required at any rate until, if that should ever happen, our opinion revenue is entirely extinguished.

I regret that, on this occasion, as when I last addressed you, I should have to forecast an increase of taxation, but even with a one per cent. income tax the community will be one of the most lightly taxed in the world, and it is certainly not one of the poorest. I am sure

that it is the desire of the community that its administration should be efficient and its public institutions maintained at the highest level demanded by modern ideas. We cannot afford to lower the standard of our past, and there is no progress without effort or without cost. (Applause.)

THE RUBBER MARKET.

REVERSAL FROM OPTIMISM TO PESSIMISM.

The Evening Standard of the 9th ult. contains the following notes on the rubber market:

The situation in rubber circles does not seem to be much clearer to-day than it was a month ago, notwithstanding the considerable fluctuations which have been recorded in the prices of shares and of the raw product. Dealings in the former have been conducted in a half-hearted fashion, although some of those investors whose belief in the permanent success of the Eastern plantation rubber remains unshaken have taken advantage of occasional reverses to increase their holdings.

The large Mincing-lane dealers still adhere to the theory that the American trade demand must sooner or later be restored to the normal - although its character has been the subject of bitter disappointment during August, as a decided revival had not been confidently expected. Meanwhile there has been in some quarters a reversal from pronounced optimism to unduly exaggerated pessimism as regards American trade possibilities, although not a few people have lately come to the conclusion that the extent of American manufacturers' reserve stocks has been very much underrated. Opinions on the future of American demands are, meantime, very conflicting. Some professing to be in close touch with market conditions insist that most of the smaller consumers across the Atlantic are now practically without stocks, and that the larger interests are rather concerned over the question of covering near requirements. For one thing, it has to be admitted that the general demand for rubber is very largely determined by the attitude of United States buyers, but, on the other hand, the available supplies are not under American control. United States interests have played an important part in depressing the price of the commodity, but the conviction is growing that the worst has been seen, though as to this time will show.

UNFULFILLED HOPES.

The hopeful anticipations entertained that the prices realized at this week's auction of plantation rubber in Mincing-lane would be about unchanged at the level recorded a fortnight ago have not been fulfilled. Yet the results attained were by no means unsatisfactory, in view of the materially larger quantity catalogued compared with the last August sales. Prices on an average marked a loss of about 3d. a lb., which was fairly in accordance with the retrograde movement in the

hard Para between the sales. Thanks to fairly brisk competition, the greater part of the quantity offered - about 240 tons - were assort'd up to 7s. 6d. a lb. for fine smoked sheets, while best fine pale crepe made a little over 7s., and Ceylon sheets and biscuits 6s. 3d. to 6s. 10d.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press, LTD., and special business notes to the MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P. O. Box 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed.-Iacher's.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Office to No. 8, DES VŒUX ROAD CENTRAL (Corner of Ice House Street), Top Floor. J. HENNESSEY SETH. Hongkong, 1st October, 1910. [1138]

HONGKONG CHRISTIAN UNION.

THE MEETING of the Union will be held at St. Stephen's College during the month of October, on MONDAYS, at 5.30 P.M. The First Meeting of the Session will be held TO-DAY, and will be a Missionary Prayer Meeting. Hongkong, 3rd October, 1910. [1139]



MAGISTRACY.

NOTICE IS HEREBY GIVEN that a MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 2nd day of November, 1910, at 2.15 P.M. for the purpose of considering applications for Publican's and Hotel Keeper's Adjunct Licences for the year 1910-1911 under the Liquor Licences Ordinance, 1898-1909. Forms of applications may be obtained at this Office.

All applications must be forwarded to this Office on or before FRIDAY, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 3rd October, 1910. [1140]



HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, OCTOBER 6TH.—

ENGINEERING SECTION:
Building Construction and Drawing.
Field Surveying.
Machine Drawing.
Steam.
Mathematics.
Mechanics.
Physics.

COMMERCE SECTION:
English.
French.
Chinese (Cantonese Colloquial).
Shortland.
Book-keeping.

SCIENCE SECTION:
Chemistry (Practical).
Metallurgy.
Physics.

TEACHERS' CLASS:
English.

Kindergarten.

Students should attend at the Institute to be enrolled on MONDAY, TUESDAY, or WEDNESDAY next, between 6 and 7 P.M. Copies of the prospectus and entry forms may be obtained on application to the Undersigned. E. RALPHS, Director. Hongkong, 3rd October, 1910. [1141]

NOTICE.

WE, the OCEAN STEAMSHIP Co., LTD., of Liverpool, HEREBY GIVE NOTICE that in consequence of the wish to name another vessel "ASCANIUS," we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ASCANIUS" of Hongkong, Official number 127,000, of gross tonnage 30 tons, register tonnage 15 tons, heretofore owned by the OCEAN STEAMSHIP Co., LTD., 1, India Buildings, Liverpool, for permission to change her name to "ECHIDNA," and to have her registered in the new name at the Port of Hongkong as owned by the OCEAN STEAMSHIP Co., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Dated at Liverpool this 31st day of August, 1910. [1142]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ASSAYE," Captain Owen Jones, n.n.b., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 15th October, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's liner "INDIA," 7,912 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 26th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 3rd October, 1910. [1143]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Account to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,

M. MANUK,
Acting Secretary
Hongkong, 23rd September, 1910. [1100]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTYNINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undesignated on SATURDAY, the 15th October, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 26th September, 1910. [1110]

INTIMATIONS

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE SHIELD COMPETITION 1910/11, the 2nd day of November, 1910, at 2.15 P.M., for the purpose of considering applications for Publican's and Hotel Keeper's Adjunct Licences for the year 1910-1911 under the Liquor Licences Ordinance, 1898-1909.

Forms of applications may be obtained at this Office.

All applications must be forwarded to this Office on or before FRIDAY, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 3rd October, 1910. [1140]

INTIMATIONS

HONGKONG CRICKET CLUB.

THE ADJOURNED ANNUAL GENERAL MEETING of the above Club will take place at the Club House TO-MORROW (TUESDAY), 4th October, T. CHEE, Hon. Secretary.

Hongkong, 1st October, 1910. [1135]

CHURCH MISSIONARY SOCIETY.

BAXTER SCHOOLS, FAIRLEA.

THE ANNUAL SALE in aid of the above will be held in the CITY HALL.

On WEDNESDAY, 5th October.

LADY MAY has kindly consented to open the Sale at 3 o'clock.

Children's Garments and useful Tea Cloths in great variety. Pictures, Frames, Boxes, etc., and many things suitable for Xmas Presents.

ADMISSION... 20 cents.

Hongkong, 29th September, 1910. [1123]

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1886, E.

4TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1910.

List of Drawn Bonds can be obtained on application to the Undesignated.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.

Agents issuing the Loan.

N. J. STABE, Acting Chief Manager.

Hongkong, 30th September, 1910. [1129]

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF H.E. SIR HENRY MAY, K.C.M.G., H.E. MAJ. GENERAL BROADWOOD, C.B.

COMMODORE EYRES, R.N.

AN ENTERTAINMENT

Will be held

AT THE CITY HALL,

On SATURDAY, 15TH, AND MONDAY,

17TH OCTOBER.

Seats may be Booked at the ROBINSON PIANO CO., on and after MONDAY, 3rd October.

Hongkong, 27th September, 1910. [1095]

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a

First Call of Dollars Tca. (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

PAYMENT must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent to

Messrs. LOWE, BINGHAM & MATHEWS, St. George's Building, for endorsement after payment has been made, or surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors.

T. F. HOUGH,

Chairman.

Hongkong General Purpose Committee.

Hongkong, 1st September, 1910. [1099]

DON'T DELAY CALLING!

JUST UNPACKED. a New Stock of the Latest Fashionable Goods.

Now Showing at Hoosain-Ali's Show Windows.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 3rd October, 1910. [1070]

"POPPY PETALS,"

By D.R.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

PRICE 35c.

Hongkong, 27th September, 1910. [1115]

"POPPIES."

By D.R.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

PRICE 35c.

Hongkong, 27th September, 1910. [1115]

"STUDIES FROM LIFE,"

from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary reader.

KELLY & WALSH, LTD.

Hongkong, 27th September, 1910. [1114]

"ORANGES."

WASHINGON NAVEL.

30 Cents Per lb.

Hongkong, 27th September, 1910. [1114]

"APPLES."

TASMANIAN STURMERS

20 Cents. Per lb.

Hongkong, 27th September, 1910. [1114]

"DAIRY FARM CO., LTD."

Hongkong, 27th September, 1910. [1114]

"HONGKONG SAVINGS BANK."

Hongkong, 27th September, 1910. [1114]

"LONDON BANKERS."

Messrs. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

ROBERT WAGSHAUER & CO.

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NORDDEUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPEN

KOWLOON-CANTON RAILWAY.

HISTORY OF THE UNDERTAKING.

THE OPENING OF THE BRITISH SECTION BY H.E. SIR HENRY MAY, K.C.M.G.

Ten years ago there were not five miles of railway in operation throughout the entire length and breadth of the vast empire of China; to-day something like five thousand miles of railway are open to traffic or in course of construction. No longer are the people of China hostile to railway projects in any part of the country; their eagerness to have them indeed is only bounded by want of capital to construct them and, here and there, by an intense reluctance to borrow foreign capital on the terms capitalists consider will adequately guarantee the safety of their

1898 a concession to build a line connecting Canton with Kowloon. Hongkong hailed the news with great satisfaction, for this railway connection was seen to be absolutely necessary if this Colony was to maintain in the future its position as the great distributing centre of the foreign trade of South China.

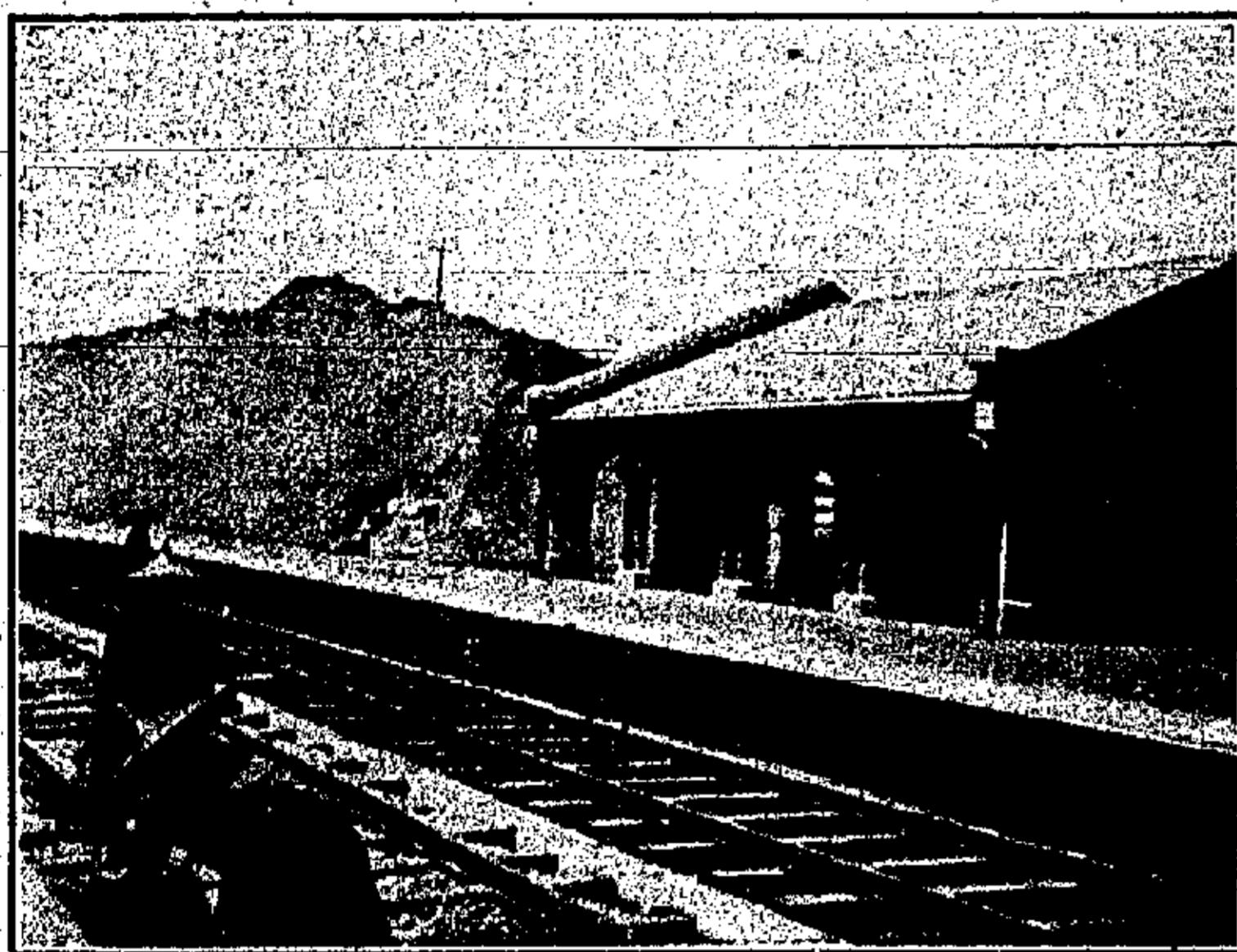
Time passed, but the British & Chinese Corporation did nothing to materialise their plans. They had no doubt formed an estimate of the cost of construction, they had investigated, too, so far as it was possible the pros-

supply the natural seaport terminus to the great arterial line to Hankow, lost possible developments being imminent to the interests of Hongkong. We have not built up our Empire by being laggards in the race for developments necessary for the expansion of the trade of the world, and 'letting it alone' would be nothing short of a calamity—should the Committee think, be provided against at once and for all time. They have, therefore, come to your Excellency this afternoon with certain concrete suggestions which they trust will meet with your approval, and if accepted by the Colonial Office may remove the black cloud which now hangs over Hongkong.

Even this patriotic appeal failed to spur the Corporation into action. The China Association from the first had very strongly advocated the railway and did all in their power to impress upon the Home Government how vitally important it was to the Colony that there should be no further delay in commencing the construction of the line. The Chamber of Commerce also urged the Government to take action in the matter. It was the Hon. Mr. Gershon Stewart who first publicly suggested the idea—though it would seem that the suggestion had

anxiety in the minds of all persons interested in the welfare and prosperity of the Colony, not alone on account of individual losses which would ensue from the enormous depreciation of property and investment, but also because of the severe blow it would inflict on British influence and prestige throughout the whole of China. This possible calamity—it would be nothing short of a calamity—should the Committee think, be provided against at once and for all time. They have, therefore, come to your Excellency this afternoon with certain concrete suggestions which they trust will meet with your approval, and if accepted by the Colonial Office may remove the black cloud which now hangs over Hongkong. If the transfer of the Canton-Hankow railway to the Belgians cannot be averted, it might be advisable to negotiate with that Syndicate for a junction with their line to ensure Kowloon being made the terminus of the trunk line; and failing

term "other railway purposes" puzzled the community until it became known that the Chinese, who were daily demonstrating a bitter hostility to the transfer of the Hankow-Canton railway concession to the Belgians, had persuaded the American China Development Co. to surrender it to China on payment of compensation. That compensation was fixed at \$6,750,000 gold, and the Government of Hongkong agreed to lend this sum to the Viceroy of Wuchang (Hankow) on the security of the opium revenue of the provinces of Kwantung, Hupeh and Hunan. The loan, which bears interest at the rate of 4½



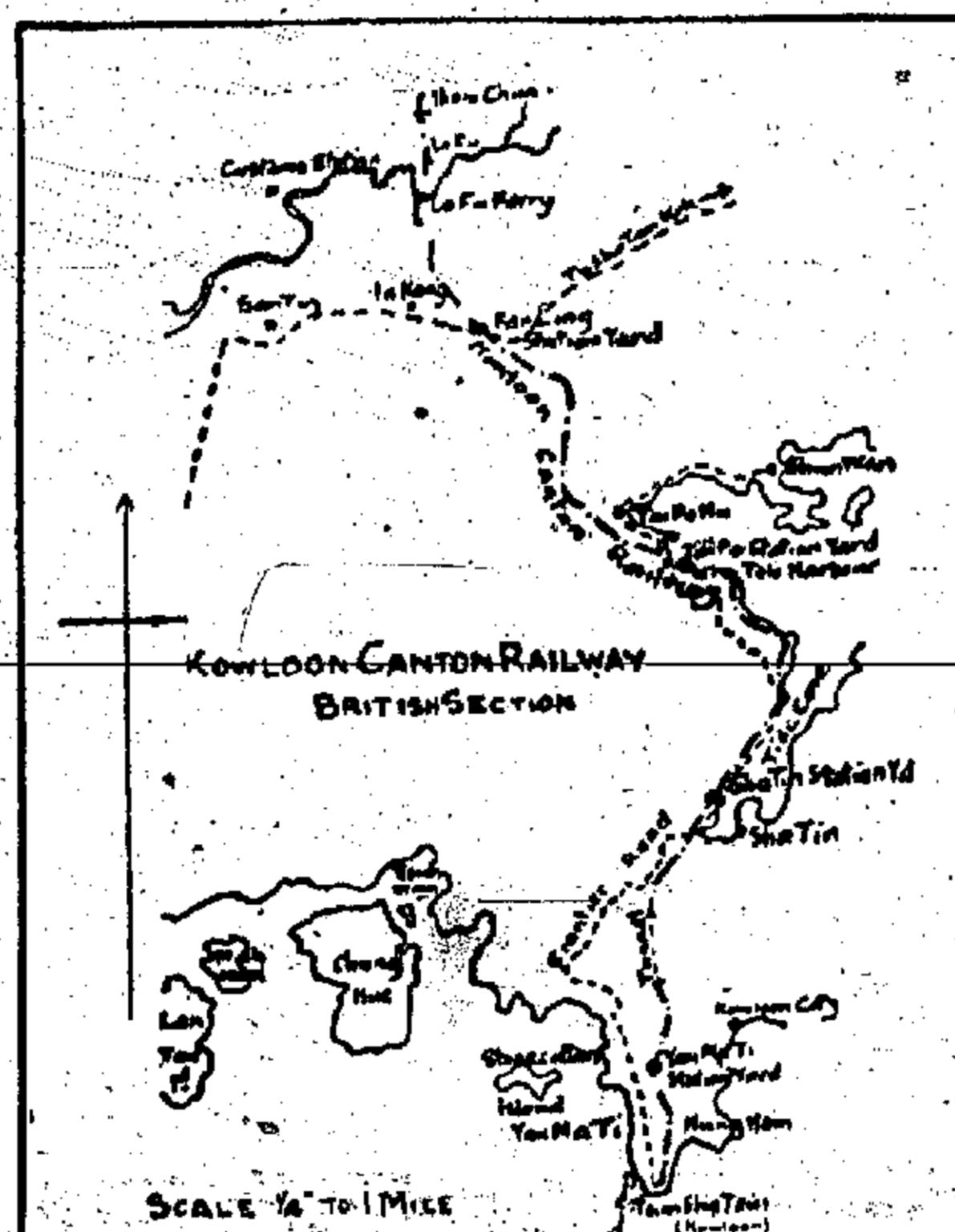
A Typical Station.

funds. The iron horse has indeed proved an educational force of incalculable value, in China. It is drawing the people out of ruts centuries old and enabling them to strike out along new paths. Wherever there is a railway in China we see the whole aspect of life undergoing a change.

Many in Hongkong had long desired to see this Colony foremost in setting an example to China in this connection by a railway to Canton. Many years ago the Hon. Mr. Wei Yuk, C.M.G., was prominently identified with such a project, but the time was not ripe. When the

posts of the line, and presumably regarding them as not very good, lay low and said and did nothing. Not even the commencement of operations by the American China Development Co. on the grand trunk line from Canton to Hankow served to call forth any sign of activity or interest in the scheme on which was believed to largely depend the fate of the Colony of Hongkong.

There were murmurings deep and loud in the Colony over this grievous inaction. Sir Henry Blake was the Governor of the day and his term



Route of the Line to the British Frontier.

already been confidentially made to the Government by Sir Henry May—that the Colonial Government should seek to get the concession granted to the Corporation transferred to itself, or to a Company specially formed to construct the line, over which the Colonial Government could exercise some control in exchange for the Colony's guarantee of a certain interest on the cost of the construction. In May, 1904, a deputation from the China Association, consisting of Messrs. R. C. Wilcox (Chairman), D. R. Law, H. E. Tomkins, E. S. Wheeler, A. G. Wood, G. W. F. Playfair and the Hon. Mr. Gershon Stewart,

the accomplishment of this point every effort should be made to secure all railway rights on both sides of the river south of Canton. In the opinion of the Committee, if the British & Chinese Corporation are unable to promptly utilise the concession they hold, they should be asked to surrender it, either to a Company specially formed for the purpose over which the Colonial Government could exercise some control in exchange for the guarantee of a certain interest on the cost of construction, or to the Colonial Government itself to make the line. The cost of the railway has been estimated at one million and



North Face of Beacon Hill Tunnel (Shatin Valley).

frontier of Hongkong at Kowloon was pushed back to the present boundary the idea of railway connection with Canton was revived, and when in the latter 'nineties the world's attention was concentrated upon China, where the Powers were marking out their "spheres of influence" and planning the peaceful conquest of those spheres by railways rather than armies, the British & Chinese Corporation came into existence to compete in this exploitation. It was at this time that the vision of a grand trunk railway from Canton to Hankow first appeared, or at least began to take form, and the British & Chinese Corporation obtained in

of office was about to expire. His Excellency expressed the unanimous opinion of the Colony in his valedictory address when he said:

"Great as is the importance of the structural improvement of Hongkong, there is a matter of greater and more pressing moment that I wish to bring forcibly before you in these last moments before I leave these shores. That is, the pressing necessity of utilising the British concession that has been granted for a railway from Canton to the borders of this Colony. That concession has been granted to a British Syndicate, and it is their duty to utilise it and



No. 3 Tunnel, 3½ miles from Taipo.

waited upon H.E. the Officer Administering the Government, Sir Henry May, and laid before him the view we have outlined.

Just about that time reports were current that the Belgians had acquired from the American syndicate a controlling influence in the great trunk line project from Hankow to Canton and as the Belgians in this matter were popularly supposed to be the agents of Russia, the news created no small amount of uneasiness in this Colony as well as among the Chinese along the line of the railway route. The deputation represented to the Officer Administering the Government that if the transfer to the Belgians were allowed it would be quite possible for them to re-transfer the railway to any foreign Government ready to give them a fair profit on the transaction, and in this way the whole of the Trunk Railway of China might fall under the control of a Power avowedly hostile to British interests. Mr. Wilcox, as the spokesman of the Deputation, presented the case in the terms following:

"We may be sure that what is feared now

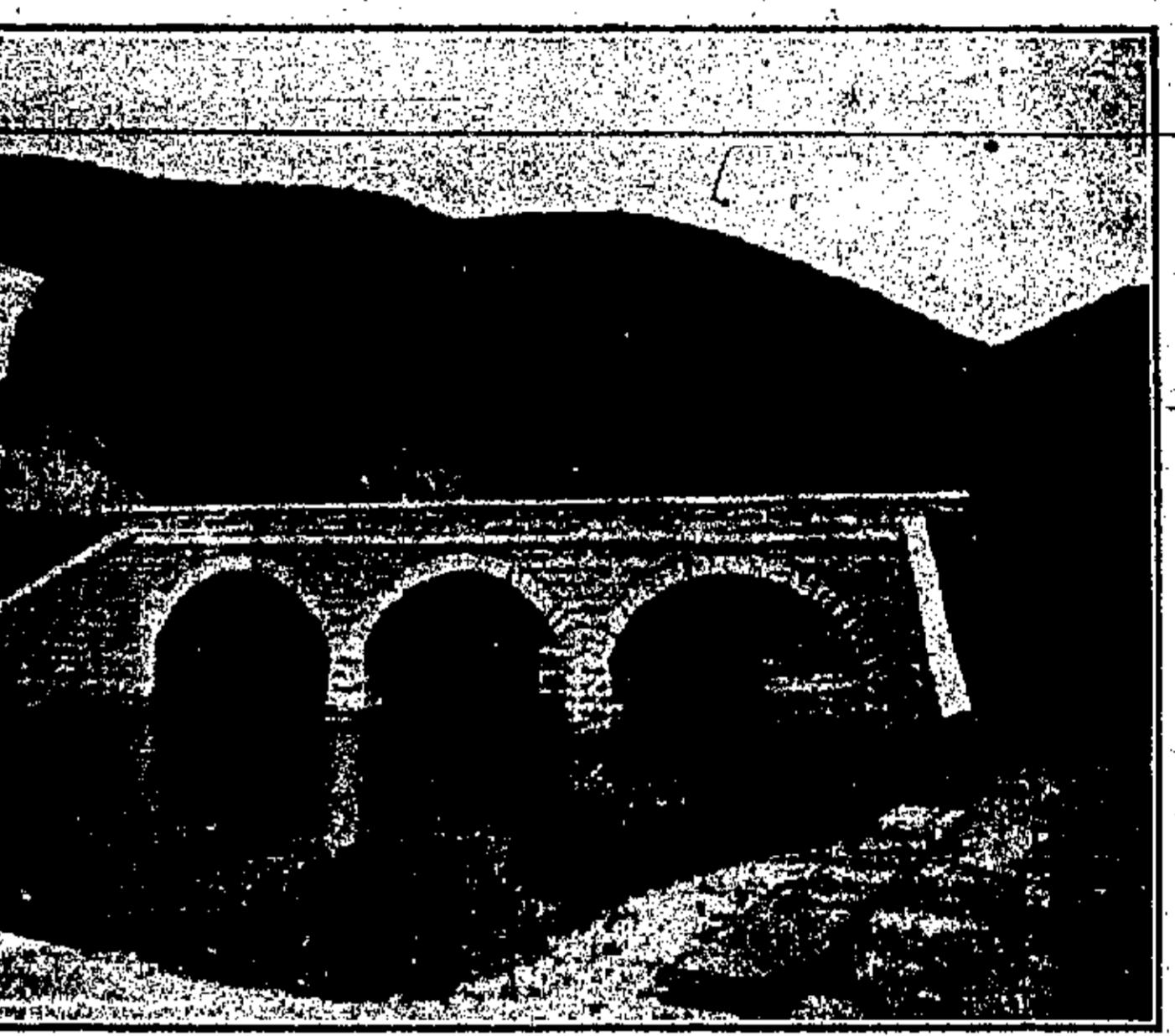
would certainly come to pass, and a seaward inns found port created at some point below the Bogue, or at some place on the coast to which ocean-going vessels could return. The bare possibility of such a contingency is sufficient to arouse the liveliest

a half sterling, and the annual cost to the Colony of a guarantee of, say, 4 per cent. on this amount, at say, an exchange of 1s. 8d., would be only \$720,000 per annum, and it may fairly be assumed that the earnings of the line would be more than sufficient to pay running expenses at once, if they did not immediately ensure a return of interest on capital. This would form a justifiable risk in the nature of an insurance against an opposition port being created; it would, moreover, lead to a certain and important development of the Kowloon hinterland; it would give an impetus to the industries that have sprung up on the peninsula; and it would not fail to stimulate the growth of the Colony as a whole. Even supposing that the worst should happen, and the line only pay working expenses, the advantages to the Colony would fully compensate for the outlay; while, as a contribution towards upholding British prestige in the Far East, the Imperial Government might perhaps be induced to make some concession in the annual military contribution until the railway returned at least 4 per cent. on its cost."

The Deputation found Mr. May (now Sir Henry May), the Officer Administering the Government at the time, entirely sympathetic. He acknowledged it to be the most vital question confronting the Colony, and said he had put



One of the Locomotives.



A Typical Bridge (near Tai Po).



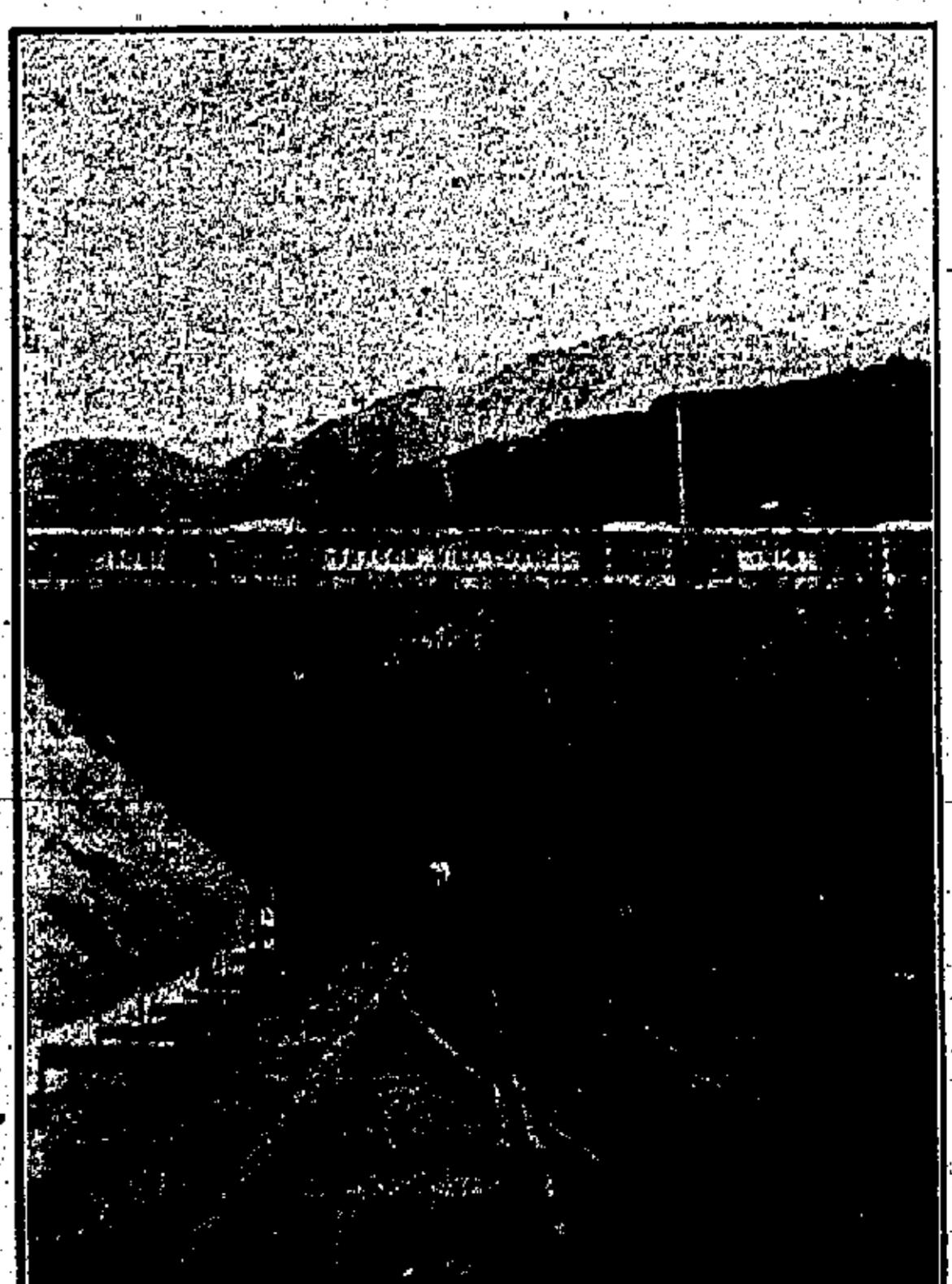
Tunnel near Tai Po.

upon the completion of the railway which was to connect the Colony with Hongkong as the most important among the public works on the list.

On October 15th, 1905, the Legislative Council passed a Bill authorising the borrowing of a sum not exceeding two million pounds for the purpose of defraying the cost of the construction of the Hongkong Section of the Kowloon-Canton railway, and "for other railway purposes," and the Bill passed its three readings on one day without discussion. It was then understood that the British Section would cost about half a million pounds sterling, and the

threatening the continued existence of Hongkong as the great trade emporium of South China.

Sir Matthew Nathan threw himself into the railway project with great enthusiasm. A Royal Engineer himself, he thought he could accelerate its construction by making a start with some of the earthworks. This was done under the supervision of the Public Works Department (Mr. E. W. Carpenter), but when Mr. G. W. Everard was sent out by the Crown Agents to make detailed surveys and to superintend the construction of the line as resident engineer, he deemed an alteration of the alignment necessary



Entrance to Beacon Hill Tunnel.

and this rendered useless the greater part of the work that had been done in the previous three or four months.

Questions were asked in the House of Commons on the subject, and particularly as to why the railway was being constructed by the Crown Agents rather than by the Colonial Government, but this policy was defended on the usual grounds both in the House of Commons and the Legislative Council of the Colony.

The Colony was happy, however, in the knowledge that the work was going on. Within two years, Sir Matthew Nathan was transferred to Natal, and was succeeded by Sir Frederick Lugard, whose interest in the progress of the work has been equally keen. All was not sunshine, however. Dark shadows appeared when it was disclosed that deviation from the original plans had led to an enormous increase in the estimated cost of the railway, and these shadows grew darker still when it became public knowledge that several of the bridges were defective, and had to be blown up and rebuilt. It should be made clear that practically the only responsibility which the Colonial Government had in the construction of the railway was the responsibility of finding the money. When this matter of the defective bridges was a topic of conversation, H. E. the Governor (Sir Frederick Lugard) explained in the Legislative Council that according to the memorandum issued by the Colonial Office, technical responsibility for work undertaken by the consulting engineers rests upon them. Direct intervention by the Colonial Government was only justified in case of urgent necessity : if the Government believed the quality of the work to be unsatisfactory it would be beneficial for it to intervene. Such an occasion arose, in the judgment of the Governor, when the bridges were reported by an expert committee to be defective and, as before stated, they were rebuilt. As, however, it appeared that the cost of reconstruction would have to be borne by the Colony, it was but poor satisfaction to the taxpayers to be told that the "responsibility" rested upon the consulting engineers. Apart from this, however, there is the authority of the Chief Engineer of the Chinese section for the statement that the British section is a "lasting monument to British engineering."

The British section extending from Kowloon to Samloam via Tai Po is 22 miles in length. In all there are five tunnels, the longest of which, the Beacon Hill tunnel, is 7,256 feet. The others vary from 924 to 150 feet. Two of them were driven through rock, while the operations on the others found disintegrating granite alternating the solid rock. With the exception of the Beacon Hill tunnel, all were cut wide enough to accommodate a double track, and the span of the arch in each is 35 feet. The cuttings are also 35 feet wide.

The interest in the construction work on the British section of the line centred in the Beacon Hill tunnel, the construction of which has been described as one of the greatest engineering feats accomplished in the East. Besides a large expenditure of money the construction of this tunnel demanded its toll of human lives during the twenty-eight months occupied in making it. In the early days malaria was rife, European and native alike suffering severely. Medical supervision was not wanting, for, in addition to a European medical officer in charge, there were Indian and Chinese graduates at different sections of the line, one being permanently stationed at the north face of the tunnel at Shatin. A sanitary staff, under the supervision of a sanitary inspector, was also kept busily employed draining the paddy fields in the vicinity of the line, keeping the eelie lines clean, and doing other hygienic work.

The original estimate for the construction of this tunnel was exceeded by nearly a million dollars. The final estimate was three million dollars for this one and a quarter miles of tunnelling, which works out at about £20,000 per mile. Adding to this the cost of laying the permanent way and the proportionate share for the tunnel's length of the general charges of the railway, the cost of this tunnel does not fall far short of one-third of the total cost of the British section. At first labour was found to be dearer than anticipated, and exceedingly hard rock was encountered, making it very slow and arduous work. The operations were latterly supervised by skilled superintendent, and under his direction the work was pushed ahead faster than ever before.

On the afternoon of May 17th, last year, the big tunnel was pierced, and the occasion was made one of general rejoicing by the railway staff; a special ceremony being held subsequently when a number of ladies and gentlemen passed through the tunnel. Mrs. Eves, wife of the chief resident engineer, cutting a tape barrier and leading the guests through to the north face at Shatin. After the piercing, opening-out operations were proceeded with, and then followed the bricklaying-up and the laying of the permanent way. No time was lost in pushing ahead this work, and some nine months later his Excellency Sir Frederick Lugard laid the last brick at an informal ceremony, which was attended by a few members of the Legislative Council, and by representatives of the railway staff. When the Governor put this finishing touch to the undertaking he congratulated the men who had accomplished it, complimenting especially Mr. Waite, the tunnel superintendent, and Messrs. Logan, Baker and Southey, the engineers. That small function celebrated the completion of the most difficult part of the British section of the railway, but, as his Excellency then said, the more important ceremony would be deferred until a future occasion. It took place on Saturday, October 1st, 1910, and constitutes a red-letter day in the history of the Colony.

In the construction of the minor tunnels little difficulty was experienced, with the exception of the one at Tai Po. There extra expense was incurred on account of heavy landslips in the vicinity, owing to the sandy clay which formed the hillside. This necessitated very elaborate timbering.

Reverting to the question of cost, we give below a comparative table of estimates made in 1905, 1907 and 1909, respectively :

	1905	1907	1909
Survey	27,042	42,297	45,977
Land	10,500	1,104,138.02	1,254,716.00
Earthwork	1,024,400	2,703,415.00	3,409,821.00
Roof	82,600	84,073	84,084
Bridges and Culverts	412,056	1,033,577.67	1,100,000
Fencing	28,564	20,071	42,381
Ballast and Permanent Way	710,021	915,055.94	801,350.21
Station Buildings and Furniture	315,000	485,389.00	464,008.47
Workshops and Stores	10,000	10,000	10,000
Plant and Tools	1,000	1,000	1,000
Stock, etc.	714,000	621,140.00	621,140.00
General charges, including salaries, professional fees, and other expenses	105,000	450,324.83	131,434.62
Home charges	70,000	70,000	70,000
Accounts, etc.	45,412.37	45,412.37	45,412.37
Total	5,053,278.00	9,560,283.83	11,061,128.00

It has been explained by his Excellency the Governor that the 1905 estimates were based on a rather indefinite preliminary survey, and that they did not make provision for rolling stock shops, &c. (which, it may be remarked, figure in the latest estimate for a total of about a million dollars). The preliminary estimate was made by Mr. Bruce, an experienced railway engineer sent out by the Consulting Engineers to the Crown Agents), and the Hon. Mr. Chatham (Director of Public Works) assisted him in framing the estimates for the land and earthworks. It was not until June, 1907, that the first comprehensive estimate was submitted by Mr. G. W. Eves, then Chief Resident Engineer, and this amounted to \$8,03,642, but did not include rolling stock or workshops. In his speech at the opening ceremony, Mr. E. S. Lindsey, the General Manager of the line dealt with the question of cost, saying that it compared favourably with the cost of similar work elsewhere. The speech is fully reported in another column of this page.

SCIENTIFIC DETAILS.

The following technical details concerning the line may not be without interest to some of our readers :

The steel used is the English standard tee rail weighing 85 pounds to the lineal yard, each rail being 35 feet in length. They are laid with matched joints, and ordinary rails are utilized. Suspended joints are the standard, and five-eighths spikes with chisel point and ordinary hook head are used.

The embankments throughout are 17.5 feet wide designed for a single track, except where material was available from the cuttings in which instances they were widened to 30 feet so as to accommodate the proposed double tracking. The labour used in the construction across the paddy fields was mostly comprised of native women and the vehicle the native basket. The material used in the fields consisted of mud; on slopes, turf; and the rest of the embankment is built largely of disintegrated granite. The earth from the heavy cuttings was transported generally in small dump cars propelled on a two foot gauge track by oilies. These cars were supplied by Arthur Keppe, Berlin.

The labour for the tunnel work was at first imported from India, as the local natives could not be induced to undertake underground work. Finally, replaced the Indians, as the former had become expert at this work. Compressed air plants were installed at the end of the big tunnel to operate the pumps and the drills. Railways were installed to handle this dirt and rock. Contracts for portions of the work on the smaller tunnels were let to Italian contractors.

The bricks used were manufactured by the company in its own brick plant and were transported in bullock carts. This means of transport was found satisfactory and economical. The reclamation work, which is to provide a terminal yard at Kowloon with seven or eight miles of sidings, is nearly completed, and the work was expedited by utilizing a standard gauge track from the heavy cutting to carry the earth, etc., for the fill. Heavy wooden dump carts hauled by switch engines were used, the rails being now used on the permanent way and the switch engines from part of the company's regular rolling stock. Sidings have also been provided to connect with the warehouses and godowns.

Along the 22 miles of line there are seven stations, including the terminal station at Kowloon. These stations are built of brick and are of a substantial character.

THE ROLLING STOCK.

The rolling stock is of British standard. The carriages, about which there was so much anxiety on account of the delay in the arrival of the wheels and axles, seem comfortable and well adapted to travel in this climate. They are eight in number, and as is generally known, their frame work was constructed by the Hongkong and Whampoa Dock Company. The goods wagons number about twenty-five and are strongly built. There are four main line engines, two being large tank engines of 89 tons each. They are capable of running to Lowu without taking water or running short of coal.

A feature which should impart additional confidence in the new service is that in addition to the locomotive, superintendent two European engine drivers are engaged. They take charge of the locomotives and have, of course, Chinese assistants.

PERSONNEL.

The principal men who have been engaged on the enterprise are :

Mr. J. C. Bruce, C.E., who made the original survey.

Mr. G. W. Eves, chief construction engineer.

Mr. E. S. Lindsey, present general manager.

Mr. M. H. Logan, engineer.

Mr. R. Baker, engineer.

Mr. Southey, engineer.

Mr. F. W. W. Valpy, engineer.

Mr. Steen, engineer.

Dr. Hartley, medical officer.

Mr. E. J. Richards, assistant engineer.

Mr. Waite, tunnel superintendent.

Messrs. Leigh and Orange, of Hongkong, have carried out some important work on the line, including the construction of a small tunnel and the reclamation of 41 acres of fere shore at Kowloon.

Although Mr. E. S. Lindsey, the present Chief Resident Engineer and General Manager, did not inaugurate the undertaking, he is entitled to credit for the considerable share which has fallen to him. He has co-ordinated most successfully the ideas of other men, improved upon what they commenced, and has happily consummated an enterprise about which no little pessimism was at one time felt. He possesses the gift of getting the best and the most out of those under him, and Mr. Lindsey has every reason to feel satisfied with the results which have been attained up to the present. He was appointed with a number of important railway works in India, involving considerable cutting, and tunnelling and was also agent for Messrs. Parvis & Company. Returning to Government service, he was engaged as district engineer on the Tavancore Branch of the South Indian Railway, and on completion of that line in 1902 he was appointed departmental chief engineer in the South Indian Railway, subsequently acting as chief engineer for two years. Then he went Home on leave, and while there he was lent to the Chinese section for the construction of the railway works in India.

Mr. R. Baker, who came with considerable experience in railway work in India and at Home from the Straits Settlements, was assistant engineer till the end of 1909, and since then has been in charge of operations at the Kowloon end of the line.

THE CANTON SECTION.

By the terms of the agreement between the Chinese Government and the British and Chinese Corporation provision was made for a loan of £1,500,000, redeemable within thirty years from the 7th of March, 1907, by annual drawings commencing in 1920, in accordance with the amortisation table annexed to the agreement. The price of the bonds to the Corporation was 94 per cent. of their nominal value; while the loan, which bears interest

at the rate of 5 per cent. per annum, is to be secured by a mortgage on the whole undertaking and unconditionally guaranteed by the Chinese Government. The administration of the railway is vested in a Chinese managing director (appointed by the Viceroy) with whom will be associated a British engineer-in-chief and a British chief accountant'; provision being also made for working arrangements to be entered into between the Governor of Hongkong and the Viceroy of Canton for the joint operation of the British and Chinese sections.

The line, when completed to the junction with the British section at Samloam, will in its 894 miles contain, including terminals, 15 stations and 11 halts. The main difficulty experienced in building this line has been the large amount of bridge work that has had to be negotiated. In the second district, from mile 31 to mile 50, there is a total girder opening of 3,200 feet. The main bridge over the East River at Shaking is nearly completed and the delivery and erection of steel work for the large spans having commenced. It is expected to form the through connection with the British line to Hongkong in July, 1911.

THE CANTON-HANKOW RAILWAY.

The Canton-Kowloon railway, as already explained, will eventually connect with the great trunk line which will run from Canton to Hankow, a distance of about 750 miles. The construction of this great arterial line is slowly progressing.

Trains are now running to Wongshiek, a market town on the North River, 55 miles by rail from Canton. Construction, however, is practically finished to Ying Tak, 90 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying Tak is a district city of some importance, and the opening of the station there will have the effect of bringing places up the river some three days nearer Canton. Construction is also proceeding, though less energetically, on the next 30 or 40 miles.

No fast trains are run at present, but a speed of 40 to 45 miles is attained in places by the local trains, which cover the whole distance of 55 miles in 3½ hours. The company during the Chinese year 1909-10 carried 1,456,456 passengers and 329,391.90, an average of over \$24,500 per month. This amount represents principally short-distance passenger traffic, and should increase considerably when the town of Ying Tak, above referred to, is reached.

THE OPENING CEREMONY.

The event which has been anticipated so many months was happily consummated on Saturday, the 1st of October, 1910. The British Section of the Kowloon-Canton Railway was officially opened in the presence of Sir Frederick Lugard, who laid the last brick at an informal ceremony, which was attended by a few members of the Legislative Council, and by representatives of the railway staff. When the Governor put this finishing touch to the undertaking he congratulated the men who had accomplished it, complimenting especially Mr. Waite, the tunnel superintendent, and Messrs. Logan, Baker and Southey, the engineers. That small function celebrated the completion of the most difficult part of the British section of the railway, but, as his Excellency then said, the more important ceremony would be deferred until a future occasion.

It took place on Saturday, October 1st, 1910, and constitutes a red-letter day in the history of the Colony.

In the construction of the minor tunnels little difficulty was experienced, with the exception

of the son of the assistant engineer, with a son worrying you with any more figures on traffic possibilities. So I will now ask his Excellency to declare the British Section of the Kowloon-Canton Railway open for public traffic. (Applause.)

H. E. SIR HENRY MAY, K.C.M.G., said :—

Your Excellencies, Ladies and Gentlemen,—

Mr. Lindsey has briefly sketched the history of the Railway which I am asked to open to-day. I endorse his hope that the day is not far off when the British and Chinese Sections of this railway

will be linked together and the line thrown open to the public for through traffic between Kowloon and Canton. Then will be the time to dwell on the benefits which this line will bring to us by linking our Colony to the neighbouring province of Kuangtung and by forming a part of the gigantic railroad which we hope will soon extend without a break from Kowloon to Calais. But as to-day we celebrate the opening to the public traffic of the British Section only, I propose to confine myself entirely to a brief consideration of the advantages which, I confidently expect, will result from the construction of the 22 miles of railroad now completed. This railway will serve to introduce many of you to the district beyond the Kowloon range of hills. That district has only been under British rule for a little over 11 years: Its development on the broad and easy lines traced by that wise and far-sighted administrator, Sir Henry Blake, assisted by Mr. (now Sir) James Stewart-Lockhart, who seems to have had a genius for organising economical administration, has been somewhat striking. It was necessary in the first place to incur somewhat heavy expenditure on police protection in order to make the Pax Britannica respected. This Sir Henry Blake rightly regarded as our first duty. Next it was necessary to survey the country and to investigate titles to land, settle them and draw up an accurate rent roll. In this work Mr. C. M. Messer and Mr. Clement rendered invaluable service. To the credit of the Chinese law of land tenure the Colony owes the fact that fraudulent claims to large and valuable areas of forestland extending from Lyeemun to Kowloon City and from Shamshui po to Lai Chi Kok were disposed of in the Courts, the land being rescued for the Colony to the great benefit of the taxpayers. The number of holdings demarcated and adjudicated upon in the mainland district was 231,352. Simultaneously the work of administration had to be organised. It has been carried on in an economical manner by two officers at Tai Po, the Magistrate (now called District Officer), and the Assistant District Officer. In the former capacity the district has been fortunate in enjoying the services of Mr. E. R. Hallifax, who has displayed great tact without loss of the necessary firmness in handling the population. The latter post has of recent years been ably filled by Mr. S. B. C. Ross. The principal source of expenditure has been, and still is, the maintenance of an adequate police force. Much of the success that has been achieved by the administration is due to the efficiency and tact of the police, whose presence the inhabitants now thoroughly understand and appreciate. In the suppression of robbery by gangs of armed men belonging partly to the district and partly to the contiguous Chinese Territory, the police have benefited by the friendly and effective co-operation of the Chinese officials across the border. The revenue collected last year in the mainland district you are about to visit from Land Tax, or Crown Rent as we call it, was \$81,000, and from all sources, including opium and liquor, \$158,000. This much more than covers the cost of administration and leaves a surplus for the development of the country. But if the development of the district has been satisfactory up to the present time, I venture to predict that it will be much more rapid and much more pronounced now that it has been made easy of access by means of this railway. The administration will be greatly facilitated, trade will be stimulated and the condition of the inhabitants must be improved by their being brought into close connection with the large market which Hongkong affords. We do not expect that this line by itself will pay remunerative interest on the large capital spent on its construction. But the indirect beneficial results to the Colony will, I think, be such as to compensate it in some measure for the large expenditure that has been incurred. All of us, Europeans and Chinese alike, have a feeling while residing in Hongkong akin to what the now historic Kowloon tiger would feel if he were caged. We want more elbow room. We need more frequent change of environment. This railway will enable some of us to take short holidays from our work—and from each other. (Laughter.) Others again will prefer to lead the simple life in the country, visiting Hongkong daily for their business. I expect, therefore, to see in course of time a great revolution in the social condition of the Colony.

The country to which this railway will introduce you is very beautiful. In the russet garb it assumes in winter, it will remind some of you of your far distant Highlands; the emerald meadows of comely Erin; the resounding ocean which washes its shores stirs the memories and the hearts of Englishmen. There you may taste of one of the sweetest joys in life—the enjoyment of Nature's beauty. And there, too, our Chinese citizens may change the restrictions which life in a large city is always subject to for the comparative freedom of a home in the country. This railway will in short bring to the inhabitants of the district greater ease and greater wealth. To you, my friends, who do not reside in the district, if it does not bring greater riches, it will bring what is better than gold and silver—more enjoyment of life and greater contentment of spirit. To these advantages will succeed a better understanding of the inhabitants of the district now opened to you, and in course of time closer intercourse and more intimate relations with the officials and people of the great Empire on your borders. The work that is this day consummated is an important step in the material improvement of the Colony which Providence has entrusted to our keeping. Let us not in this hour forget the men who have contributed to the work—Sir Matthew Nathan, whose foresight materially assisted

THE CRIPPLEN CASE.

VULGAR CURIOSITY A BESETTING SIN OF THE AGE.

In the course of an editorial, the Times says:—Curiosity is neither a virtue nor a vice, but one of the chief forces in human nature to be praised or blamed entirely according to the use that is made of it. Like fire, it is a good servant but a very bad master. We cannot nowadays look on at bodily torture, but there is a large public that will go to any trouble to witness mental torture, and that cares nothing how much it may increase that torture by its curiosity. To this public the Crippen case is a poison. They half it as children half a Punch and Judy show or circus procession. They will wait for hours to catch a glimpse of the accused, and they will add to the excitement of the spectacle by hissing and groaning. It matters nothing to them that the case has not yet been tried. They have come to see a murderer, and their pleasure would be spoilt if they doubted that Crippen was one. So they do not doubt. Vulgar curiosity is a besetting sin of our time, because now we hear so much about everything that happens. Where a hundred years ago people gossiped only about their own village, they can now gossip about the whole world. Certainly the man who has seen a murderer has a new subject for conversation, which gives him a new importance in the eyes of those who have not; and perhaps he often goes to see a murderer for this reason. At present it is a distinction to have seen Crippen; and those who have not seen him, and have not even met someone also who has seen him, are reduced to reading trifles or trash concerning him or to looking at photographs of people and objects remotely connected with his case. From this they learn nothing whatever that is of any possible use to them; but they have a pleasant feeling that they are in the movement, and they would, no doubt, be very much disappointed if by some means it were discovered that no murder had been committed.



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[1084]

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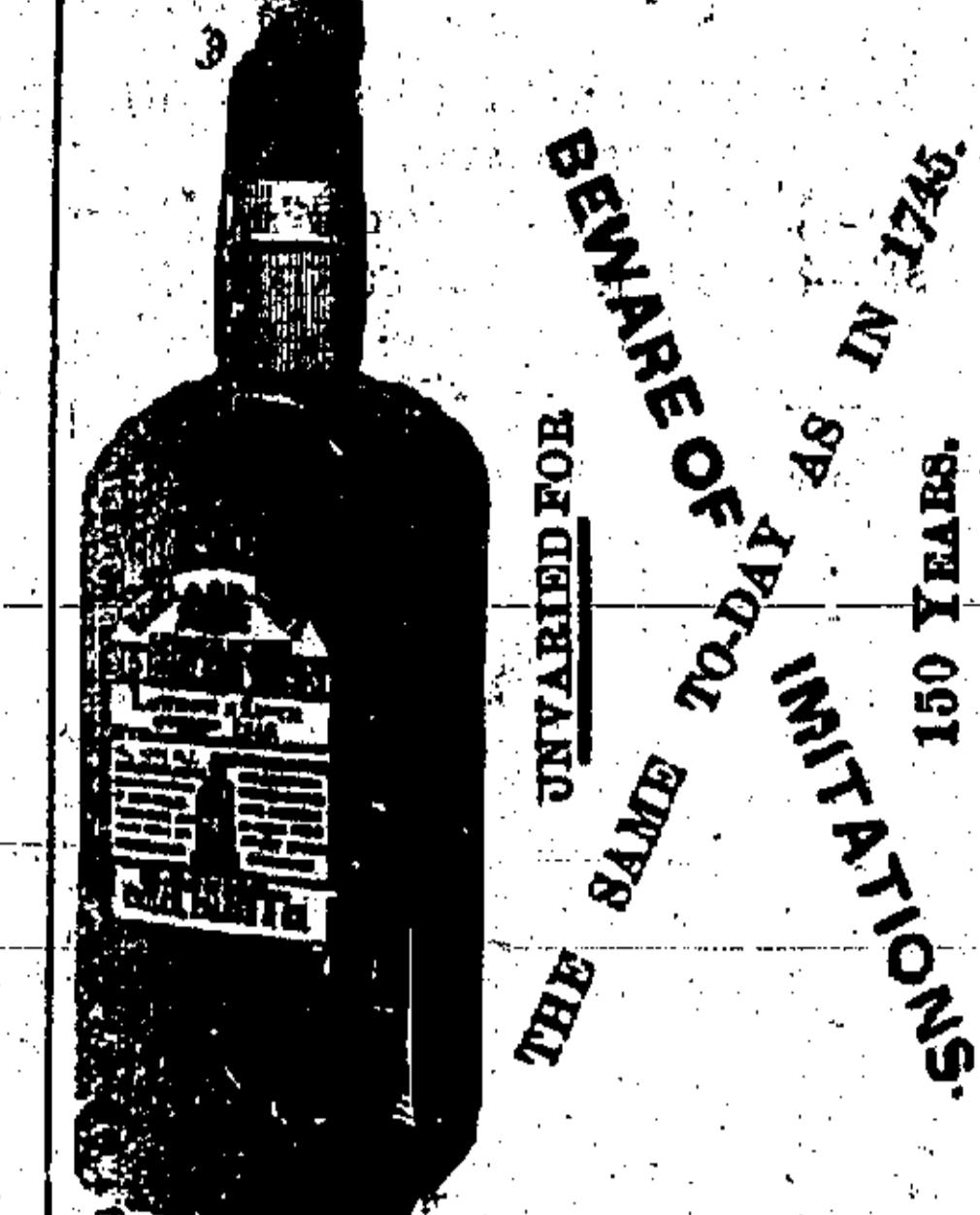
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Hongkong, 8th June, 1910. [184-188]

ON SALE.

HONGKONG HANSAED REPORTS
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Session 1909.

REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

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[1635]

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Hongkong, 3rd October, 1910. [1145]

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Tip Wagons and a Number of Carriages for
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These tiny Capsules

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ARRIVALS.

CHINHUA, British str., 1,350. A. S. Harris, 2nd Oct.—Shanghai 29th Sept., General—Butterfield & Swire.
CHIYUEN, Chinese str., 1,177. C. Stewart, 1st October—Shanghai 26th Sept., General—C. M. S. N. Co.
DEUCALION, British str., 4,476. J. W. Smallwood, 1st October—Shanghai 28th Sept., General—Butterfield & Swire.
DEVANOGSE, German str., 1,057. E. V. Rocken, 1st October—Bangkok 21st Sept., Rice and Teakwood—Butterfield & Swire.
DEUTA, Norwegian str., 1,102. Annisen, 1st October—Bangkok 23rd Sept., General—C. S. S. N. Co.
HAIMUN, British str., 641. A. H. Stewart, 1st October—Swatow 30th Sept., General—Douglas, Laprak & Co.
HAKATA MARU, Japanese str., 3,819. A. Mokor, 2nd Oct.—Moji 27th Sept., General—Nippon Yusen Kaisha.
HAINAN, British str., 1,362. A. E. Hodges, 2nd Oct.—Fuchow, Amoy and Swatow 1st October, General—Douglas, Laprak & Co.
HUNICOW, British str., 1,217. E. Forsyth, 2nd October—Tientsin, Chefoo, Weihaiwei and Swatow 1st Oct., General—Butterfield & Swire.
KUTSANG, British str., 3,110. R. C. D. Bradley, 2nd October—Calcutta, Peking and Singapore 24th September, General—Jardine, Matheson & Co.
MEFOO, Chinese str., 1st Sept.—Canton.
TAMING, British str., 1,350. G. H. Pennefather, 2nd October—Cebu, Hump—Butterfield & Swire.
WASHING, British str., 1,170. Holmwood, 30th September—Wuhu 26th Sept., General—Jardine, Matheson & Co.
YU SHUN, Chinese str., 1,079. Westerlund, 1st October—Chefoo and Tientsin 26th Sept., General—C. M. S. N. Co.

DEPARTURES.

AMIGO, German str., for Canton.
BAINBRIDGE, American destroyer, for Manila.
BABBY, American destroyer, for Manila.
BENGLOE, British str., for Calcutta.
CHANGSHA, British str., for Australia.
CHAUNCY, American destroyer, for Manila.
DALE, American destroyer, for Manila.
DELHI, British str., for Europe, &c.
JOHANN, German str., for Swatow.
KOREA, American str., for San Francisco.
LOONGANG, British str., for Manila.
MEFOO, Chinese str., for Shanghai.
MYRIMON, British str., for Saigon.
RAINBOW, American cruiser, for Manila.
ZAFIRO, British str., for Manila.
ADMIRAL EXELMANS, French str., for Shanghai.
CHIPSHING, British str., for Swatow.
CHITUEN, Chinese str., for Canton.
CLASH, British str., for Swatow.
DAIJIN MARU, Japanese str., for Scambyra.
HAIJUN, British str., for Swatow.
HUBSON, British str., for Chinkiang.
KUMCHOW, British str., for Saigon.
LINAN, British str., for Shanghai.
MARIE RICKMERS, German str., for Kobe.
PHEUMPHEN, British str., for Saigon.
SHANTUNG, British str., for Sumatra.
THILATJAP, Dutch str., for Batavia.
WAHSANG, British str., for Canton.
WONGKOK, German str., for Bangkok.

SHIPPING REPORTS.
The Chinese str. *Yu Shun* reports: Strong N.E. monsoon and high sea.
The British str. *Hainan* reports: Strong N.N.E. wind and sea.
The British str. *Taming* reports: Strong N.N.E. wind and continual rain.
The British str. *Waishing* reports: Hard gale and high sea with thickly overcast weather and misty rain at time.
The British str. *Haiyang* reports: N.E. moderate gale with rough following sea, overcast with frequent rain squalls, clear later to Hongkong.
The British str. *Taming* reports: Fresh to moderate S.W. winds, rough sea, frequent passing rain, squalls to 21st parallel; thence mod. N.E. gale, high confused sea and heavy rain.

VESSELS IN DOCK.

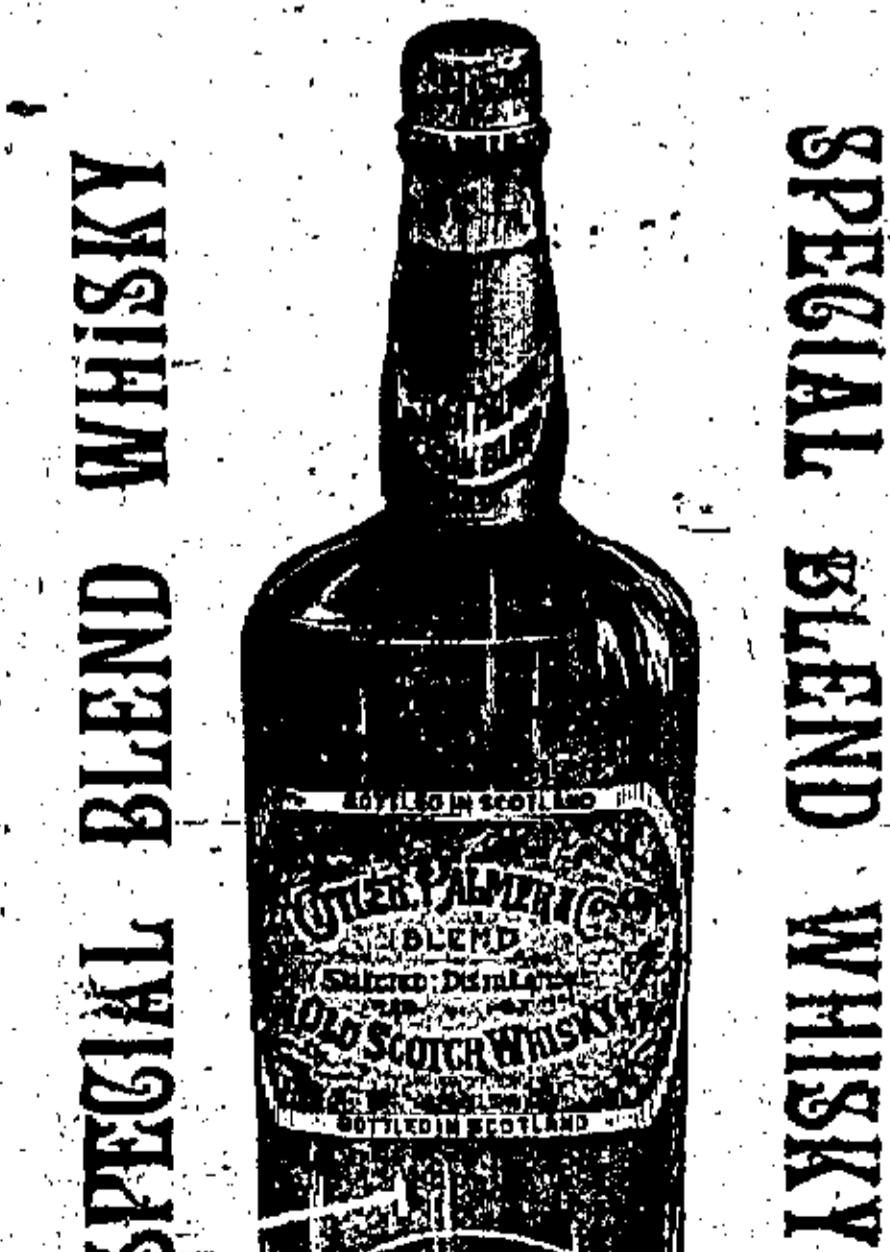
September 26th.

TAIKOO DOCK.—Union, Sungtien.

STEAMERS PASSED THE CANAL.

September 2nd—China, Moyne, Peshawar, Tang Marti, Pacific, 6th—Mormouthshire, Armenia, 9th—Borneo, Polynesia, Priam 13th—Aragonia, Astyanax, Ghezze, Silvia, York, 16th—Cardiganshire, Dunbar, Japan, Kamo Maru, Laertes, Perseus, Scandia, Sikh, Wraycastle, Segona, 20th—Peking, Poona, Sonagambia, 23rd—Benzerville, Glauco, Icarus Maru, Namur, Patricius, 27th—Bequia, Konang Si, Sueria, Sunda, 30th—Cornwallshire, Gothen, Hitachi Maru, Indian Oanfa, Orestes, Princess Alice, Senea, Tonkin, ARRIVALS AT HOME.
Sept. 30th—Australien, Peipo.

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Steamer.	Tons.	Captain.	To Sail or About.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

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"EMPEROR OF JAPAN" SAT., 8th Oct.	"EMPEROR OF IRELAND" FRI., 4th Nov.
"EMPEROR OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	

From St. John, N.B.	
"EMPEROR OF INDIA" SAT., 19th Nov.	"EMPEROR OF BRITAIN" FRI., 16th Dec.
"EMPEROR OF JAPAN" SAT., 17th Dec.	"ALLEN LINE" FRIDAY, 13th Jan.
"EMPESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.

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Steamer	Tons	1 P.M. SATURDAY	Steamer	SATURDAY
DELHI	8000	February 4	MANTUA	March 4
ARCADIA	7600	February 18	MALWA	March 18
ASSAYE	7500	March 4	MACEDONIA 10500	April 1
MARMORA	10500	March 18	(Through Steamer calling at BOMBAY)	April 15
DEVANHA	8000	April 1	MOLDAVIA 10000	April 29
DELHI	8000	April 15	MONGOLIA 10000	May 13
ASSAYE	7500	April 29	MOREA 10000	May 27
DELTA	8000	May 13	MOOLTAN 10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

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PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA	about	about
NUBLA	January 25	March 11
SYRIA	February 8	March 25
NOEL	March 22	May 24
PALAWAN	April 5	May 22
BORNEO	April 19	June 5
SICILIA	May 3	June 19
SUMATRA	May 31	July 17
NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

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DESTINATION. STEAMERS DATE OF SAILING.

SHANGHAI, KOBE, YOKOHAMA & MOJI "PEKING" On 15th October.

SHANGHAI, KOBE & YOKOHAMA "CANTON" On 5th November.

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OLOF WIJK & CO., AGENCIES, LTD.

Hongkong, 30th September, 1910. [1065]

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FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER CASTLE".

On or about 5th Oct.

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Hongkong, 20th September, 1910. [1079]

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Steamers to PORT SAID, MESSINA, also

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**PENINSULAR & ORIENTAL
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FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP			
VIA SINGAPORE, PENANG, SYRIA	5 P.M., 5th Oct.	Freight and Passage.	
ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. D. C. Gregor, R.N.E.	Oct.	
SHANGHAI, MOJI, KOBE, BOHEO	About 6th Oct.	Freight and Passage.	
TAKAO, SHANGHAI, PUKOW, HANKOW, PESHAWAR	About 3rd Oct.	Freight only.	
NAGASAKI, MOJI, KOBE, YOKOHAMA	Capt. C. E. Lockstone, R.N.E.	Oct.	
SHANGHAI	(DEVANHA)	About 13th Oct.	Freight and Passage.
LONDON via USUAL PORTS	ASAYE	Noon, 15th Oct.	See Special Advertisement.
of CALM	Capt. Owen Jones, R.N.E.	Oct.	

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 3rd October, 1910

HAMBURG-AMERIKA LINIE

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARMENIA ... 6th Oct.	S.S. AMBRIA ... 6th Oct.
S.S. SENEGAMBIA ... 21st Oct.	S.S. BADENA ... 6th Oct.
S.S. SUEVIA ... 4th Nov.	FOR HAVRE & HAMBURG:
S.S. WESTPHALIA ... 17th Nov.	S.S. ALERIA ... 13th Oct.
S.S. ARABIA ... 18th Nov.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 1st Dec.	S.S. G. FRED. LAEISZ 23rd Oct.
S.S. BELGAVIA ... 15th Dec.	FOR ROTTERDAM, HAVRE & ANTWERP:
S.S. SLAVONIA ... 30th Dec.	S.S. BELGEAVIA ... 31st Oct.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. ARMENIA ... 9th Nov.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th September 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP...	JAPAN	Second half of Sept.	JAVA	First half of Oct.
TJIMAH...	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILIWONG...	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI...	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 28th September, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TAMING"	On 4th Oct., 4 P.M.
HOIHOW & HAIPHONG	"SINGAN"	On 5th Oct., NOON.
SHANGHAI	"CHINHUA"	On 6th Oct., 3 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	On 6th Oct., 4 P.M.
ILOILO & CEBU	"KAIPOW"	On 6th Oct., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 6th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co. launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. TELEPHONE 36 Hongkong, 3rd October, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Friday, 7th Oct., 4 P.M.
MANILA	"NAMSANG"	Saturday, 8th Oct., NOON.
SINGAPORE, PENANG & CALCUTTA	"CHEONGSHING"	Monday, 10th Oct., NOON.
SANDAKAN	"MAUSANG"	Monday, 10th Oct., NOON.
MANILA	"LOONGSANG"	Friday, 14th Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOTSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji (Hongkong). These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking cargo on through Bills of Lading to Kudat, Labuk, Datu, Simporna, Tawu, Unkan, Jesselton and Lubuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGER Hongkong, 3rd October, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIMORE	"RUBONIA"	On 4th October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to MELCHERS & CO., AGENTS Hongkong, 1st October, 1910.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN:

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	DEPARTURE
"HAIXIANG"	Capt. A. E. Hodgins	TUESDAY, 4th Oct., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 7th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	DEPARTURE
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 5th Oct., at 11 A.M.
		SUNDAY, 9th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS Hongkong, 3rd October 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON VIA SUEZ CANAL.

Steamers. Tons. Leave H.K. RATES OF PASSAGE.

MIYASAKI MARU 9000 15th Feb. To London, per New Steamer

KITANO 9000 1st Mar. 1st Class S Y. 550.00

IYO 7000 15th Mar. 2nd Class S R. 225.00

HIRANO 9000 29th Mar. old str. 1st Class S R. 360.00

TANGO 8000 12th April. 2nd Class S R. 540.00

KAMO 9000 26th May. 2nd Class S R. 500.00

AKI 7000 10th May. 2nd Class S R. 330.00

MISHIMA 9000 24th May. 2nd Class S R. 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers. Tons. Leave H.K. RATES OF PASSAGE.

RODI & WIENENBERGER, PFORZHEIM I.B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELRIES: NECKLACES,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The *Dorflinger*, with the Siberian mail, is expected to arrive here to-morrow.

FOR	PER	DATE	
Macao	Sui Tai	Monday, 3rd, 1.15 P.M.	
Singapore, Penang and Calcutta	Catherine Apear	Monday, 3rd, 2.00 P.M.	
Swatow, Amoy and Foochow	Haiyang	Tuesday, 4th, 9.00 A.M.	
Shanghai, Kobe and Moji	Kulang	Tuesday, 4th, 11.00 A.M.	
Singapore	Deacon	Tuesday, 4th, 11.15 P.M.	
Manila	Sui Tai	Tuesday, 4th, 3.00 P.M.	
Manila	Taming	Wednesday, 5th, 10.00 A.M.	
Moji, Kobe, Yokohama, Victoria and Tacoma	Seaton Maru	Wednesday, 5th, 10.00 A.M.	
Swatow, Amoy and Foochow	Hainan	Wednesday, 5th, 10.00 A.M.	
Holloway and Haiphong	Singan	Wednesday, 5th, 10.00 A.M.	
Europe, &c., India via TUTICORN... (Late) Letters 11.00 A.M. to 11.30 Extra Postage 10 cents	Dorflinger	Printed Matter and Samples Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)	per cent \$4.08 discount
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters ... 11.00 A.M.	

EUROPE, &c., INDIA VIA TUTICORN...

(Late) Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents

(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

Kobe, Yokohama, Victoria, Tacoma, Van-
couver, and Seattle

Singapore, Penang and Colombo

Shanghai

Holm and Cebu

Chooch and Tientsin

Tsinling, Chefoo and Newchwang

Swatow, Amoy and Foochow

Manila

Manila, Angus, Yap, Friedrich Wilhelm-
shafen, Kauai, Herbergschole, Matapi,
Brisbane, Sydney, Hobart, Launceston,
New Zealand, Dunedin, Melbourne,
Adelaide, Perth and Fremantle

Titan	Wednesday, 5th, 3.00 P.M.
Syria	Wednesday, 5th, 4.00 P.M.
Chinhu	Thursday, 6th, 2.00 P.M.
Kutlung	Thursday, 6th, 3.00 P.M.
Haiching	Thursday, 6th, 3.00 P.M.
Nanchang	Friday, 7th, 10.00 A.M.
Haiching	Friday, 7th, 3.00 P.M.
Yuenyang	Friday, 7th, 3.00 P.M.

Coblenz ... Friday, 7th, 5.00 P.M.

The "PETTER" PATENT.
HANDY-MAN" OIL ENGINES.

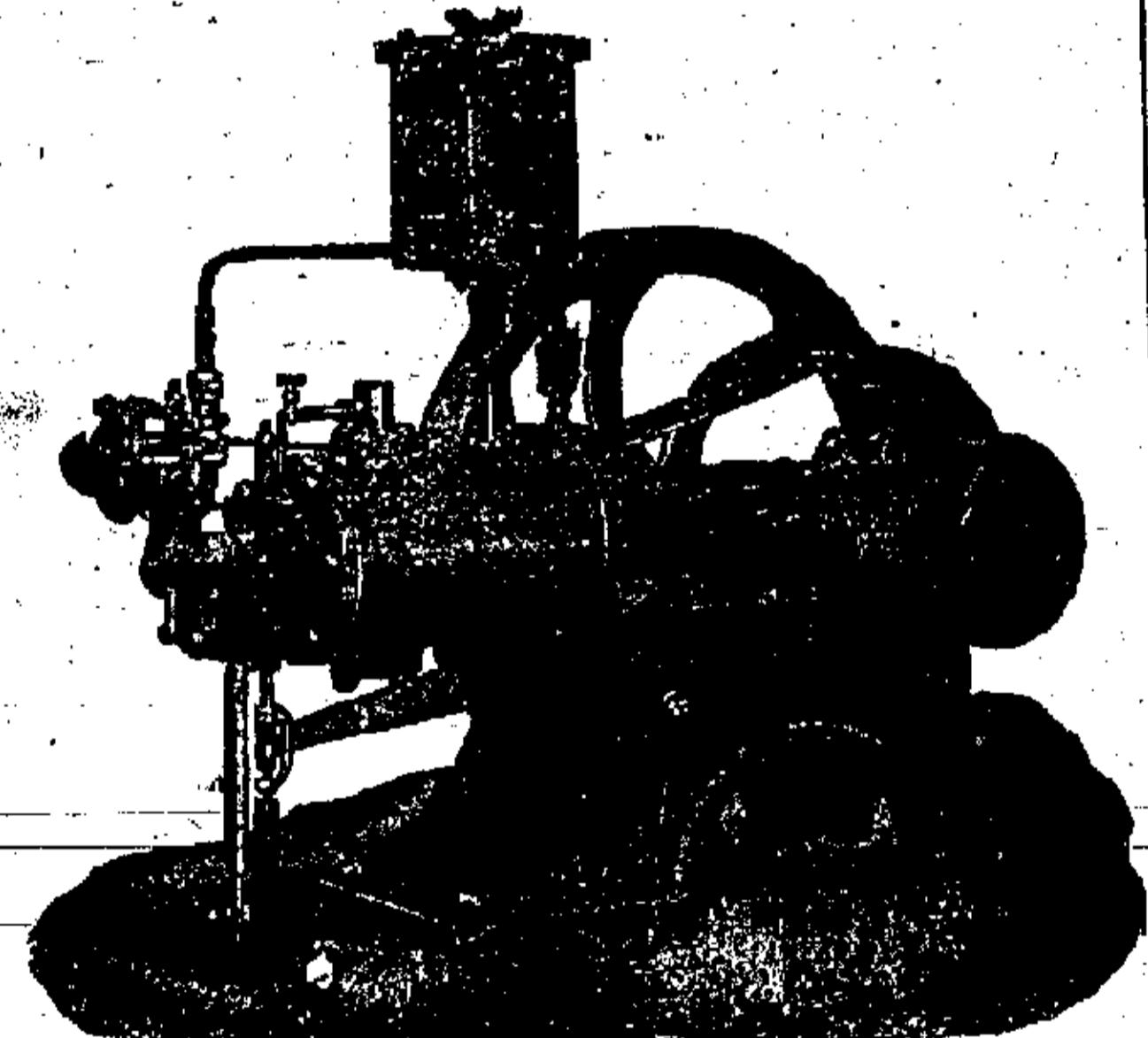
The simplest, safest and
most economical

Oil Engine for driving

DAIRY MACHINERY,
CRAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all
kinds of Farm Work.

Starts in five minutes
from cold.

No Lamp or external
flame after starting.



SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VŒUX ROAD CENTRAL, HONGKONG.

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SHIPPING IN PORT

STEAMERS

ANIGO, German str., 771, W. Langschwanger, 30th Sept.—Tourane 25th and Hoihew 29th Sept., Coal—Johsen & Co.	No. 3 KRON, Japanese str., 3778, T. Takai, 17th Sept.—Moji 11th Sept., Coal—Order.
BONHAI MARU, Japanese str., 2,345, Terreka, 29th Sept.—Singapore 23rd Sept., General—Nippon Yusen Kaisha.	ONBANG, British str., 1,737, A. J. Buller, 25th Sept.—Hongkong 22nd Sept., Coal—Jardine, Matheson & Co.
BULIN MARU, Japanese str., 1,300, Y. Fuseno, 11th Sept.—Shanghai and Swatow 10th Sept., General—Ounka Shosen Kaisha.	PAIKAT, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.
CATHERINE APEAR, British str., 1,730, G. F. Hudson, 25th Sept.—Calcutta, Penang and Singapore 19th Sept., General—David Sasseon & Co.	RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Ranjang 17th September, Wood—Norddeutsche Lloyd.
COVRIE, British str., 3,055, J. Falls, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.	RIZAL, American str., 2,700, J. Hesung, 30th Sept.—Manila 26th Sept.
DAGNY, Norwegian str., 883, Solvesen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagard, Thoresen & Co.	SEDEA, British str., 3,929, W. E. Kelway, 27th Sept.—Keeling 25th Sept., General—Standard Oil Co.
DERWENT, British str., 1,574, Jenkins, 24th Sept.—Saigon 15th September, Rice and General—Man Fat & Co.	SUIRANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingantuo 18th Sept., Coal—Chinese.
EMPEROR OF JAPAN, British str., 3,039, H. Pybus, R.N.E., 29th September—Vancouver 7th Sept., Mail and General—C. P. R. Co.	SUNGKANG, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.
EVEREST, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.	WOHU, British str., 1,227, A. Luckner, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.
KAIFUKI MARU, Japanese str., 1,903, P. Säck, 24th Sept.—Moji 19th September, Coal—Mitsui Biishi Goshi Kaiwaisha.	PASSENGERS.
KAGA MARU, Japanese str., 3,906, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal—Mitsui Biishi Goshi Kaiwaisha.	ARRIVED.
KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tun Lee & Co.	Per Haiyang, from Coast Ports, Mr Steaven son.
KORAT, German str., 1,223, H. Oldson, 25th Sept.—Bangkok and Kohsichang 17th Sept., General—Butterfield & Swire.	Per Katsang, from Calcutta, &c., Captain Bramwell and Mr Remedios.
LENNOX, British str., 2,351, D. Reid, 1st Sept.—Keeling 30th Aug., General—Doddwell & Co.	DEPARTED.
LOOSK, German str., 1,020, G. Schultzen, 27th Sept.—Kohsichang 20th Sept., Rice and Teak—Butterfield & Swire.	Per Zafiro, for Manila, Miss Hastings Lied, Geo. D. Templeton, Mr and Mrs Muller, Mr. S. Harvey, Mrs A. C. Stett, Mr A. Ackad, Mr F. Pineha and Mr Julie Pa.
MARIE, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast—Jardine & Co.	Per Korea, for San Francisco, Miss A. H. Skinner, Mr G. Dubley, General and Mrs R. D. Potts, Mr A. Ayers, Mrs H. W. Ellison, Miss M. Burke, Mrs H. Huttig, Misses G. L. and D. Munzer, Miss and Mrs A. Knoblauch, Mrs H. B. Wyman, Miss M. L. McComber, Mrs N. C. Scale, A. Esenbeck, Harry Bode, H. C. Gray and H. P. Winslow, Capt. W. U. Grimes, Mr James Silver, Mrs I. M. Pettigell, Mr J. McDowell, Mr A. Harrison, Miss E. Ranch, Misses A. H. Barly, W. H. Lockwood, O. Uss and J. M. Grover, Mr and Mrs A. J. de Souza, Misses P. de Souza, Adler and Andrews.
NAMBANG, British str., 4,035, P. M. B. Lake, 29th Sept.—Kobe and Moji 25th Sept., General—Jardine, Matheson & Co.	ARRIVED.
NANCHANG, British str., 1,344, Cogan, 30th Sept.—Taingtau 24th Sept., General—Butterfield & Swire.	Per Haiyang, from Coast Ports, Mr Steaven son.

PASSENGERS.

ARRIVED.

Per Haiyang, from Coast Ports, Mr Steaven son.	Per Katsang, from Calcutta, &c., Captain Bramwell and Mr Remedios.
DEPARTED.	DEPARTED.
Per Zafiro, for Manila, Miss Hastings Lied, Geo. D. Templeton, Mr and Mrs Muller, Mr. S. Harvey, Mrs A. C. Stett, Mr A. Ackad, Mr F. Pineha and Mr Julie Pa.	Per Korea, for San Francisco, Miss A. H. Skinner, Mr G. Dubley, General and Mrs R. D. Potts, Mr A. Ayers, Mrs H. W. Ellison, Miss M. Burke, Mrs H. Huttig, Misses G. L. and D. Munzer, Miss and Mrs A. Knoblauch, Mrs H. B. Wyman, Miss M. L. McComber, Mrs N. C. Scale, A. Esenbeck, Harry Bode, H. C. Gray and H. P. Winslow, Capt. W. U. Grimes, Mr James Silver, Mrs I. M. Pettigell, Mr J. McDowell, Mr A. Harrison, Miss E. Ranch, Misses A. H. Barly, W. H. Lockwood, O. Uss and J. M. Grover, Mr and Mrs A. J. de Souza, Misses P. de Souza, Adler and Andrews.
ARRIVED.	ARRIVED.
Per Haiyang, from Coast Ports, Mr Steaven son.	Per Katsang, from Calcutta, &c., Captain Bramwell and Mr Remedios.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 1st.	
ON LONDON—	Telegraphic Transfer 1/94
Bank Bills, on demand 1/93	Bank Bills, at 30 days sight 1/94
Bank Bills, at 4 months sight 1/10	Credits, at 4 months sight 1/10
Documentary Bills 4 months sight/1/10	Documentary Bills 4 months sight/1/10

ON PARIS—	
On demand 185	On demand 185
New York—	Bank Bills, on demand 44
Credits, at 60 days' sight 45	Credits, at 60 days' sight 45
ON BOMBAY—	Bank Bills, on demand 135
Bank Bills, on demand 135	Bank Bills, on demand 135
ON CALCUTTA—	Bank Bills, on demand 135
Bank Bills, on demand 135	Bank Bills, on demand 135

ON SHANGHAI—	
Bank, at sight 73	Bank, at sight 73
Private, 30 days' sight 74	Private, 30 days' sight 74
Bank Bills, on demand 83	Bank Bills, on demand 83
Bank Bills, at 30 days' sight 83	Bank Bills, at 30 days' sight 83
Bank Bills, at 4 months' sight 103	Bank Bills, at 4 months' sight 103
Credits, at 4 months' sight 103	Credits, at 4 months' sight 103
Documentary Bills 4 months' sight/1/10	Documentary Bills 4 months' sight/1/10

ON SAIGON—	

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